THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

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NEW YORK STATE TROOPERS ON THE TRAIL OF THE BOOTLEGGER

THE STATE'S DUTY TO STAY DRY

A "DRY BIG STICK," as somebody called it, was swung from the White House when President Harding openly suggested that "distressing results" might ensue from conflicts between State and Federal authorities if a State were to venture to repeal its prohibition enforcement law, and when he let it be understood that such repeal in New York State would be followed by a rigorous campaign of Federal enforcement. It is very widely agreed that President Harding "started something." The St. Louis *Star* and Philadelphia *Public Ledger* feel that he has made the enforcement of prohibition laws an issue in the next political campaign. The Utica *Press* (Ind.) thinks the President has made himself "the leader of the moral forces of the country in the matter of Prohibition," practically committing the Republican party to the dry side, and forcing the Democrats either to take the wet side or compromise. Excited controversy has been aroused by the President's declaration that it is the duty of the States to help enforce the national policy of Prohibition. The President's doctrine is denounced on the one hand as "choice absurdity" by the Buffalo *Enquirer* (Dem.), and as "clotted nonsense" by the Sacramento *Bee* (Ind.); on the other. The Chicago *Evening Post* (Rep.) acclaims it as "a just and stern rebuke" to "the enemies of the Constitution," and the Grand Rapids *Press* (Ind.) hails the President's assumption of "genuine leadership." Tho the position taken by the President seems "generally defensible" to the New York *Globe* (Ind.), this paper thinks it is "likely to becloud and not to clarify the prohibition issue." This, we are told, is true "because of the wide-spread jealousy over States' rights. In this day of constant communication and travel, not much of substance is left to the theory of the sovereignty of the separate States, but men and women are still able to get excited over the remaining crumbs. The President's letter will awaken all their sleeping emotions."

Before giving space to a few sample expressions of these now awakened emotions, it might be well to recall what the President said. On May 4, it will be remembered, the New York State legislature, by a narrow majority, passed a bill repealing the Mullan-Gage Prohibition Enforcement Law. The bill went to the Governor's desk and, as one correspondent puts it, was "soon buried under telegrams coming from both friends and foes of enforcement." The Governor had thirty days in which to act, and announced that public hearings would be held May 31. Pending Governor Smith's action, a New York State Prohibitionist wrote to President Harding to call for Federal action in the event of signature. One sentence in this letter read: "Every State official who voted for this bill is subject to the law of treason, having taken the oath to sustain the Constitution of the United States." President Harding replied, in a letter published on May 16, that he was "fully in accord" with much of what his correspondent had to say. He recalled Lincoln's declaration "that the nation could not exist half slave and half free," and applied it as follows to State withdrawal from prohibition enforcement activities:

> "The nation has deliberately, after many years of consideration, adopted the present policy, which is written into the Eighteenth Amendment. It is the law of the land and of every State within the Union. So long as it remains the national policy, there can be only one course for the national Government to pursue. That is to use every means to make effective the law passed in compliance with this constitutional mandate. To do this will be the unquestioning policy of the present Administration; and I may add that I am firmly convinced that it must be the policy of other Administrations that shall come hereafter.
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> "The Executive of the nation and equally the Executives of the States are sworn to enforce the Constitution. It is difficult to believe that public approval will ever be given to any other than a policy of fully and literally discharging this duty."

It will be obvious, continued the President,

> "that many complex and extremely difficult situations must arise if any of the States shall decline to assume their part of *the responsibility of maintaining the Constitution* and the laws enacted in pursuance of it. The States are equipped with police organizations and judicial establishments adequate to deal with such problems. The Federal Government is not thus equipped.
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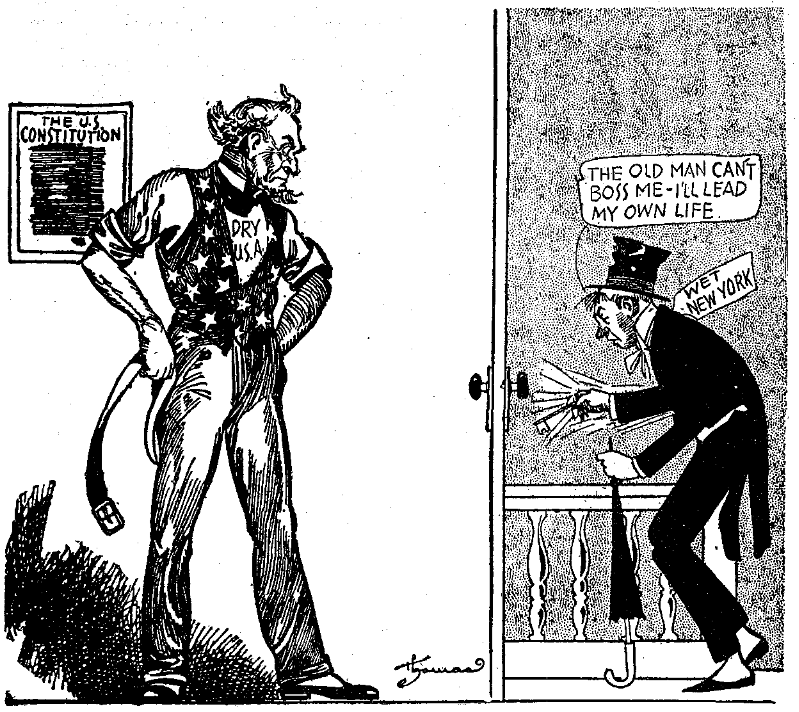
> "I venture that if by reason of the refusal or failure of any State to discharge its proper duty in such connection, the Federal Government is at length compelled to enter upon the territory and jurisdiction of the State and to set up those police and judicial authorities which would be required, the most

> difficult and trying situations would inevitably arise. More or less conflict between State and Federal authorities would seem unavoidable in such circumstances. The impression would be created that the Federal Government was assuming to interfere with the functions of the States, and the distressing results that would ensue readily suggest themselves."

This started the editors to looking up the precise phraseology of the second paragraph of the Eighteenth Amendment to the Federal Constitution: "The Congress and the several States shall have concurrent power to enforce this article by appropriate legislation." It is evident enough to the Rochester *Herald* (Ind.) that any State is free to adopt any method of enforcement of any section of the Constitution it sees fit. "If the intent had been to compel the States to enforce Prohibition by special legislation, it would have been specifically exprest in the Amendment," says the Buffalo *Enquirer* (Dem.). "It is not the business of New York or of any other State to pass laws calling for the enforcement of national statutes," agrees the San Antonio *Light* (Dem.). Here the Indianapolis *News* (Ind.), Chicago *Daily News* (Ind.), and Dallas *News* (Dem.) emphatically agree, as does the New York *Times* (Dem.), which, altho opposed to the Mullan-Gage repeal, contends that "the State has a perfect right to forbear the exercise of its concurrent power." William Cabell Bruce, United States Senator-elect from Maryland, writes to Governor Smith "that he can not see that any one of the States is under any moral obligation to aid in the enforcement of a Federal statute, where its sense of public policy differs from that of the Federal Government."


THE U.S. CONSTITUTION
DRY U.S.A.
THE OLD MAN CAN'T BOSS ME-I'LL LEAD MY OWN LIFE.
WET NEW YORK

WE'LL SEE ABOUT THAT!

—Thomas in the Detroit *News*.

Out-and-out wet dailies seem to be especially indignant over what they deem a Presidential attack on States' rights. The Baltimore *Evening Sun* (Dem.) sees Mr. Harding putting the issue in the form of a question:

> "Shall Federal enforcement of a law and a constitutional amendment, adopted after fifty years of consideration and debate, be endangered by the revival of the outworn doctrine of the sovereignty of the individual States?"

Here, comments the Maryland paper, published in the only State that has never passed an enforcement law, President Harding "lines himself irrevocably on the side of those who have cast off the traditional American concept of liberty of a free union of sovereign States." Continues *The Evening Sun:*

> "The issue is whether the people of the States shall definitely and finally turn over to a remote and often incompetent central government the right to decide those issues affecting their personal lives and their personal happiness, which free men prefer to settle for themselves. The issue is whether we shall give up the fight for freedom and bow forever to the ominous bureaucracy which is so rapidly overshadowing the land.
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> "The issue of States' rights, which President Harding seems to consider an outworn doctrine, is the issue, after all, in which are bound up most of our liberties and most of our hope.
>
> "President Harding, if he denies the vitality of States' rights, is denying a force of whose power he has but little conception."

Either the State has a right to pass or repeal an enforcement law as it pleases, "or it has no existence," flatly announces the Chicago *Tribune* (Rep.). "Just when it became a new departure for the Federal Government to enforce Federal laws within the territory of the State," the New York *World* (Dem.) "does not know," nor does it know "just when it became the duty of a State to relieve the Federal Government of the expense and annoyance of enforcing Federal laws." To *The World* it seems ridiculous for Mr. Harding to insist "that it is the constitutional duty of every State to incorporate the Volstead Act into its own body of laws." For—

> "The Volstead Law is an act of Congress, and of Congress alone. The burden of enforcing it lies on the Federal authority. No State is under any legal or moral obligations to do so. If Mr. Harding can enforce it, well and good. If he can not enforce it, if the Federal Government is not equipped to enforce it, then the law is an act of political immorality and it is the business of Congress so to amend it that it can be enforced."

Like the Baltimore paper, *The World* sees a "menacing warning" in President Harding's letter:

> "If the Harding theory is correct, it is needless to say that the Federal system has ceased to exist. It is needless to say that the States as States have ceased to exist. They are mere agents of the Federal Executive in carrying out the decrees of Congress."

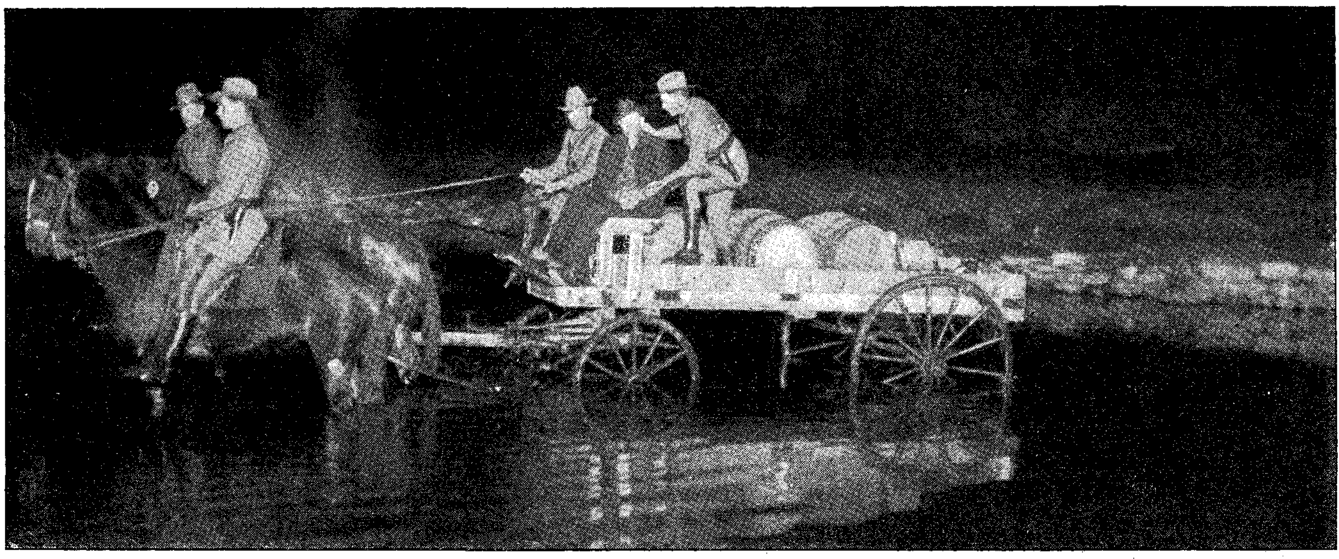
If Mr. Harding really thinks the States alone can enforce the Eighteenth Amendment, then, continues *The World,* "let the States do it":

> "Repeal the Volstead Act and permit the States to set up their own laws for the enforcement of the Eighteenth Amendment.
>
> "New York, for example, would be fairly well satisfied with an enforcement act that permitted the sale of light wines and beer, which are not 'intoxicating beverages' within any honest construction of the Constitution.
>
> "What Mr. Harding is concerned about is not the enforcement of the Eighteenth Amendment, but the enforcement of a mendacious Federal statute which defines as intoxicating beverages that are not intoxicating and never can be intoxicating."

But to the cry of Federal usurpation thus raised, there comes a counter-cry that the repealers of State enforcement acts are lining up for "nullification." One of the strongest editorial statements on this side comes from the Chicago *Post:*

> "The declaration of President Harding is a just and stern rebuke to the nullifiers, not only in New York State, but throughout the country. It sets in their true light those newspapers and individuals who have openly condoned or advocated an ignoring of the Eighteenth Amendment. They are the friends of lawlessness; the enemies of the Constitution. They are bringing about a situation which can become menacing to the peace of the nation. It is time the real nature of this subversive and disloyal propaganda was recognized and understood. The President has spoken courageously and none can mistake the meaning of his words."

"When a State deliberately hamstrings enforcement and refuses to join under the concurrent clause of the Eighteenth



THE STATE POLICE MAKE A CAPTURE

This is the kind of activity which will cease with the repeal of the Mullan-Gage Prohibition Enforcement Law in New York State. In two years the State constabulary have confiscated more than a million dollars' worth of liquor.

Amendment in the battle against wet lawlessness as New York has done, that State is not acting against Prohibition," declares the Grand Rapids *Press* (Ind.); "it is acting against the Government of the United States." "Refusal to enact concurrent legislation fringes upon nullification," remarks the Philadelphia *Public Ledger* (Ind.), and "nullification amounts to a passive defiance." The question, as the Boston *Christian Science Monitor* sees it, "is whether or not the Federal law shall be overridden and nullified by those States which may decide that its enforcement is repugnant and objectionable." "No State can be permitted to set itself up as a community of law-breakers," says the Cleveland *Times-Commercial*. And the Des Moines *Register* (Ind. Rep.) wonders whether New York will furnish the stage for the final test of the national Government's "power to enforce any national obligation regardless of State hostility." Of course, remarks the Duluth *News-Tribune*, this country has, as a matter of fact, existed "half wet and half dry" for many generations. But, it continues,

> "It can not exist with half of the States upholding the Federal Constitution and the other half opposing it. It can not exist half loyal to the central Government and half disloyal. It can not exist with half the States actively aiding in Federal law enforcement and half of them winking at Federal law violation. That is the issue in the New York State case.
>
> "If New York State expects to escape responsibility for the enforcement of the Federal Constitution, then it must grant to its own communities the privilege of flouting its own State Constitution. If New York can say to the Union: 'I won't help enforce your laws,' why should New York City or Buffalo not say the same thing to the State of New York? And that way lies chaos."

Turning from the legal or constitutional to the practical side of the question, the Chicago *Journal* (Dem.) observes that "the task of enforcing the Volstead Act in metropolitan communities without State help will crack any Federal administration, and Mr. Harding knows it." Repeal of the Mullan-Gage law, says the Troy *Record* (Rep.), in New York State, would not make the New York authorities "traitors to the Federal Constitution," "but it would be equivalent to saying to the rest of the States":

> "We're not in sympathy with your blankety-blank constitutional amendment, so if you want it enforced in New York State, you'll have to enforce it. We won't help, not by a blankety-blank sight! We don't give a blankety-blank what you want, we want wines and beer, and we'll not do a thing to help keep them out of the State; in fact, we would oppose the enforcement of your law if we could, but as that would mean withdrawing from the Union, which is out of the question, we'll do the next best thing, which is to do nothing to uphold constitutional law."

Two facts are obvious to the New York *Herald* (Rep.): "One is that the Federal Government is not enforcing Prohibition; the other is that the Government has not enough men or money to enforce Prohibition without the assistance of the States."

The New York prohibition enforcement law, "has had a checkered career," writes W. W. Jermane, Seattle *Times* correspondent at Washington, in a long review of the situation:

> "It was fairly well enforced by Governor Miller, Republican, whom Governor Smith succeeded. That enforcement was very satisfactory along the Canadian border, but not satisfactory in New York City, because of the opposition of the Democratic city administration. Since Governor Smith assumed office, at the beginning of the present year, the law has been practically nullified in all parts of the State.
>
> "There has been a great increase of smuggling from Canada, and in the metropolis enforcement of the Volstead Act has been increasingly difficult. The situation there has steadily been going from bad to worse, owing to the policy adopted by Mayor Hylan. Hundreds of policemen have been taken off their regular beats and set to watch cafés and restaurants, but without materially lessening the consumption of liquor, so far as the public can see. Not for generations, it is claimed, have there been so many charges of police corruption as there have been in the last year and a half."

While prohibition enforcement has been more or less a failure in some New York cities "the rural districts have been quite thoroughly dried up since the Commonwealth, in 1921, went on record as in favor of carrying out the Eighteenth Amendment," writes Mr. H. J. Adamson, Albany correspondent of the New York *Evening Post*. This, we are told, "is due to two causes—first, many rural districts were dry long before the Eighteenth Amendment came into being; second, the indefatigable activities of the State Constabulary." Of the prohibition activities of this body of 348 rural police, the writer in the New York State capital says:

> "During the last two years the State police have confiscated more than $1,000,000 worth of contraband liquor. They have closed hundreds of roadhouses; aided Federal officials in stopping rum-runners coming in over the Canadian border; waylaid rum-smugglers operating along the Long Island coast. They have kept liquor out of more than 4,000 country hotels and similar resorts. They have made 561 arrests for intoxication and 908 arrests for violation of the liquor law. They have confiscated stills and home-brew plants. In short, since the Mullan-Gage law went into effect, the troopers have been a terror to violators of the prohibition law in rural districts."

HARDING HITS FACTIONALISM

MORE IMPORTANT than any campaign speech or indorsement of specific issues, some editors declare, is President Harding's recent warning against the menace of factions to our national life. "To-day the strong lines on our map are those of cleavage," remarks the independent Worcester *Gazette*. While the President did not name any specific groups in his general indictment of factionalism, commentators are not slow to supply the omission. "The activities of the Ku Klux Klan were obviously in his mind," says the Philadelphia *Inquirer* (Rep.); and the Providence *News* (Ind. Dem.), suggests that "he also had in the back of his head the so-called farm bloc, and those American citizens who disregard the Eighteenth Amendment and its enforcing law." According to this daily "90 per cent. of the farm bloc supporters, both on the farm and in Congress, are members of Mr. Harding's own political party, just as 70 per cent. of the Ku Klux belong to the Democrats." Both parties, it adds, "ought not to be afraid to show resolute purpose in denouncing the organization of any set of bodies to win special rights from the Government or do injury to any class of citizens because of their religious beliefs or their racial origin."

"WE HAVE OUR FACTIONS CHALLENGING BOTH CIVIL AND RELIGIOUS LIBERTY, AND WITHOUT THEM BOTH MADE EVERLASTINGLY SECURE THERE CAN BE NO REAL HUMAN LIBERTY"

Said President Harding, at the unveiling of a statue of Alexander Hamilton in front of the United States Treasury Building.

The President's warning against factionalism was spoken in Washington on May 17, at the unveiling of a statue of Alexander Hamilton, whom he characterized as "the creative genius in the making of the Constitution." Mr. Harding reminded his hearers that Hamilton "had a seemingly inspired fear of factionalism"; and that he somewhere defines a faction as "a number of citizens, whether amounting to a majority or a minority of the whole, who are united and actuated by some common impulse, of passion, or of interest, adverse to the rights of other citizens, or to the permanent and aggregate interests of the community." Of the situation to-day, Mr. Harding says in part:

"Can any student of our times in America, or the world, doubt for a moment that factionalism is developing as never before? We have our factions which seek to promote this or that interest, without regard to the relationship to others and without regard for common weal. We have the factions of hatred and prejudice and violence. We have coalitions which would invade the Constitutional rights of others or subvert the Constitution itself. We have our factions challenging both civil and religious liberty, and without them both made everlastingly secure there can be no real human liberty. We have the fatal factionalism which contemplates obstruction to the execution of the laws."

"Most of the blocs and factions which infest our politics are minority groups," says the New York *Tribune* (Ind. Rep.), and "they have been imprest with the theory that the majority is an inert and brainless mass that needs to be dictated to and driven by some coterie which knows what it wants for itself, and claims the right to impose its will by force on others." And in the independent Detroit *Free Press* we read:

"President Harding's remarks on the dangers of factionalism and the pursuit of sectional interest to the neglect of the common weal were undoubtedly intended for the serious consideration of many members of Congress and all of the voters who by their support approve the break-up of party organization and the substitution of sectional cliques and blocs.

"There was never a time when that tendency was entirely absent from American politics, but the farm bloc in the last Congress set the most striking example of the abandonment of party organization in favor of an organization based upon group interest that the country ever saw. The bloc cut squarely across party lines and organized upon a class basis. Observing the success of that movement Senator La Follette has been busy ever since the closing months of the last session with a scheme to organize a sort of La Follette bloc upon similar lines for the purpose of embodying another set of policies into law.

"The logical end of the process will be a complete division of the country on lines of interest or class such as one sees in European parliaments, where agrarians, clericals and laborers clash with each other and with other parties founded upon socialism, communism, republicanism and monarchy. Under the American system, with its independent executive, any such medley of parties must mean legislative anarchy, and that is the way the country seems to be headed."

The Mobile *Register* (Dem.), however, refuses to be greatly disturbed by these "pernicious minorities," because "they have one insuperable obstacle to overcome, and that is the solid common sense of the nation, which has a way of muddling through its difficulties and eventually doing the right thing." And the Baltimore *Sun* (Ind Dem.) dismisses the President's warning with the comment that—

"President Harding should remember that Alexander Hamilton would have had no occasion to protest if the factions of his day had not, in fact, been dangerous and powerful. And later the President's own party started as a faction! Sectionalism is unpleasant, but it is as old as the hills, and because of it generation after generation hopes—frequently in vain—to discover statesmen who will guide the nation as wisely as did its earlier leaders through faction-tossed waters."

Other papers accept the President's diagnosis and discuss the possible cures for factionalism. As the Dallas *Journal* (Dem.) sees it, only the slow processes of education will avail. "A little leadership might help," suggests the Memphis *Commercial Appeal* (Dem.), which goes on to observe:

"What the President says is all true, but it is not going to remedy the existing evils by merely condemning them. Something more must be done, and no one is in a better position to do what is necessary than President Harding. As the Chief Executive of the nation he could do a great deal to curb the growth of these factions by asserting the leadership that he enjoys. What has contributed largely to the formation of these factions has been the failure of the President to lead. A strong, clear-cut policy and determined pursuit of it would take away from these factions their hope of being able to triumph through class division."

Joining the World Court is the cure suggested by the independent New York *Evening Post*, in which we read:

"The best way to exercise hatred and prejudice is to set the American people a task to which its finer instincts can rally. The best way to cure factionalism is to supply the American people with affirmative leadership in behalf of a great cause.

"Factions, groups, blocs, cliques, censorships, Ku Kluxism—they are the results of a soured idealism in the American people. The gospel of isolation in the world sense has been preached so hard at the country that we inevitably have taken the further step and isolated ourselves, within our frontiers, into groups, cliques, hatreds, prejudices, and violences. From the doctrine of Ourselves Alone in the international sphere it is a logical progress to a doctrine of Ourselves Alone in domestic issues. We have been so intensively educated to a foreign policy based on suspicion of the rest of the world that suspicion has become the atmosphere in which our internal problems move.

"This murky atmosphere can be dissipated by giving back to the American people the vitalizing ideal which carried it through the war. Factionalism will not be replaced by the ideal of service through mere preachment. But confront the American people with the concrete opportunity for service on a large scale and it may surprize Mr. Harding himself how fast the American people will emerge from its present agglomeration of grouches and partizanships.

"The President has the cure in his own hands. As against the Moseses, with their message of hatred rampant through the world, let Mr. Harding affirm his confidence in the better instincts of humanity. Let Mr. Harding carry on with the fight for a World Court that he has begun so well, and he will find that the country can be lifted out of its ingrowing pathology. The way to drive out factionalism is to set up an ideal."

Replying to those who class the wets as a faction, the New York *Evening World* (Ind. Dem.), one of the leading wet papers of the nation, says:

"Does President Harding think Alexander Hamilton would have heard no call to real justice in a revolt of reason against the absurdities a coerced Congress put into the Volstead Act?

"Does he think Hamilton or Washington could ever have conceived that the issue of State rights would arise out of an attempt of Federal authority to make every State in the Union agree that liquor containing more than one-half of one per cent. of alcohol is intoxicating?

"Does he think Hamilton or Washington dreamed that the United States of America would ever have to consider whether they must unite on a preposterous and palpable lie?"

A BUSINESS MAN TO STEER BRITAIN

"THANK GOD!" exclaimed Louis Loucheur, French industrial leader and former Minister of the Liberated Regions, when advised of the appointment of Stanley Baldwin as Prime Minister of England. For Baldwin, unlike Lord Curzon, who was a candidate for the post Bonar Law gave up because of ill health, had never "rubbed the French the wrong way," as one foreign correspondent expresses it. And in London, we are told, "editorial comment upon the appointment shows a marked unanimity in the belief that the King could have made no other choice," while in Washington official circles, reports the New York *Tribune* correspondent, it is felt that "probably no other one factor could contribute more toward bringing the ties of good-will between Great Britain and the United States closer together than the choice of Stanley Baldwin." "It was largely because of his presence here that the funding of the British war debt to this country was agreed upon so speedily and satisfactorily," adds this correspondent, a sentiment echoed in a score of widely separated papers. Contemptuously referred to as "the cabin boy," by Lloyd George when the Coalition Government broke up last fall, "Baldwin is now the captain on the bridge," notes the New York *Times*. "He must ride the wild horses that threw Lloyd George and that Bonar Law left untamed," observes the Philadelphia *Public Ledger*.

Since the New York *Herald's* London correspondent intimates that the new Prime Minister has not yet won his spurs in the British Cabinet, let us see what other equipment foreign and domestic correspondents endow him with for this difficult task. Admittedly he has brains, so it may be that when some one asks him what he intends to ride these wild horses with, he may reply, "With brains, sir!"—the wild horses being German reparations; relations with Soviet Russia; unemployment; France's debt to Great Britain; the occupation of the Ruhr; the Labor Party; the Near East situation; taxation; payment of the war debt; England's share of the world trade; and other matters bequeathed to him by Mr. Bonar Law. And while some of the old wheelhorses of the Conservative party may have "forgotten more about politics than Baldwin will ever know," as one editor suggests, "the fall of the Lloyd George Government was largely his work," we are reminded by the New York *Tribune*. And his management of this insurrection indicates to the neighboring *Evening Post* that the new Prime Minister "is no clumsy hand at the finer points of politics." "But if he is," remarks *The Public Ledger*, "this may be a help instead of a handicap."

Other reasons for his elevation to the Premiership, we gather

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"I AM A SUBJECT FOR PRAYERS,

Rather than congratulations," said Stanley Baldwin, Great Britain's new Prime Minister, to London newspaper reporters as he returned from Buckingham Palace, where the King had asked him to succeed Andrew Bonar Law.

from various sources, is that he is a "commoner," and therefore in a better position than Lord Curzon would have been to debate with his critics in the House of Commons. For Lord Curzon is not a member of the House of Commons, and the Labor Party, His Majesty's "Opposition," is not represented in the House of Lords. This is one of the facts that ruled Lord Curzon out as a possible Prime Minister, says the London correspondent of The Associated Press.

Mr. Baldwin holds the confidence of the greatest bankers in England, says *The Tribune's* London correspondent. And while "he is a comparative novice in politics, he has shown great talent, if not genius, in economics and finance, the two subjects of paramount importance to the life of Great Britain to-day." He will command Liberal support against the Labor party, as did his predecessor, thinks the Baltimore *Sun*. Moreover, according to *The Public Ledger*, "he knows mines, mills, coal, steel, horses, dogs, pictures and pipes. He is a business man, a hustler; he has energy to burn, and he burns it. And he should be able to get along with British labor." As a bit of information, it might also be added that he is a first cousin of Rudyard Kipling—or that Rudyard Kipling is a first cousin of the British Prime Minister. Three weeks ago the first might have been the proper form, but now—?

The new Prime Minister "is strong with the workingman" for at least one reason—"the reduction of two cents a pint in the price of beer," notes the Boston *Transcript*. Furthermore, we are told by the New York *World*, "his handling of the current budget, which makes possible reduced income and other taxes, has brought him great popularity." His first budget also indicated that there was a surplus of $500,000,000 in the Exchequer—mainly due to drastic economy.

The New York *Sun* goes on to give in detail the new Prime Minister's rise to power:

> "Stanley Baldwin has been in the House of Commons since 1908. Like Bonar Law, he is a business man. Unlike him, he inherited his business and enlarged it by his own personal gifts. When he had devoted many years solely to his ironworks, he turned to politics, like every rich business man. It was as a business man that he was first taken into the Government, when he became secretary to Bonar Law.
>
> "His first position of importance was Financial Secretary to the Treasury, which office he held from 1917 to 1921. It was in this department that his financial genius was first realized. He was sent to the Board of Trade as president, with a seat in the Cabinet. This position corresponds to that of the American Secretary of Commerce. Baldwin was, in very truth, the Hoover of England, and he quickly added to the reputation which he had already earned at the Treasury.
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> "He was one of the first Cabinet Ministers to revolt from the Coalition. Therein lay his courage. Not many men of that time had the temerity to try to break down Lloyd George's political despotism.
>
> "He was Chancellor of the Exchequer in the Ministry that succeeded the Coalition Government, and one of the thorniest problems he was called upon to tackle was the funding of the American debt."

For the third time in her history, remarks the New York *Evening Mail*, Great Britain has a Tory Prime Minister who does not belong to the landed aristocracy. The others were Disraeli and Bonar Law. As we are told in the New York *Herald:*

> "Curzon and Balfour spell land. Baldwin spells steel. His party, the Conservatives, has turned for leadership to one who is not a landowner, a courtier, or a diplomat in the old sense, but a business man. The change could not have been more timely.
>
> "The immediate task of the Conservative party will be to build England's industry, the industry of the whole British Empire, to a point where it can sustain the growing British populations.
>
> "Coincident with this task will be the duty so to conduct British foreign affairs as to restore peace and economic sanity to the continent of Europe."

SIGNS OF BETTER TIMES IN EUROPE

AMERICA, "DISILLUSIONED AND DISGUSTED," was pictured the other day by Lloyd George as having "withdrawn into prosperous seclusion, occasionally looking down through barred windows at Europe sitting in the mire of its war-trampled fields." "Well, if that is the picture, then it must be said that recent glances through the bars seemed to show rays of sunlight breaking through the mist. And to no one is this good news more welcome than to our own producers, manufacturers and investors. Julius H. Barnes, President of the Chamber of Commerce of the United States, lately returned from Europe, sees "evidence of reviving industrial and commercial life in all of Europe." "It looks better," was the reply made by Willis H. Booth, Vice-President of the Guaranty Trust Company, of New York, and he told New York business men at a dinner a few days later that "from the point of view of business, politics and psychology," there is "a successively improving situation" in Europe. While these travelers have been examining the patient, Director Julius Klein of the Bureau of Foreign and Domestic Commerce, who has the benefit of the enormous mass of reports from consular and other sources connected with his Department, asserts the existence of a "steady recovery of Europe, which has mocked the dismal predictions so commonly made a short time ago." If the reports compiled by the Department of Commerce and other agencies of our Government are correct, declares the New York *Herald's* Washington correspondent, "Europe as a whole is not only steadily progressing toward pre-war normalcy, but is beginning to share in the wave of prosperity which prevails in all parts of the United States."

The year 1922, according to Department of Commerce reports, marked for British trade and industries the beginning of an upward climb from the lowest point of war depression. Unemployment decreased, the value of the pound sterling increased, exports and imports grew steadily. Italy, as Dr. Klein has remarked, "has shown a tremendous recuperating power." "Despite the costly and retarding effect of the French policy toward Germany," we read in *The Herald*, "there has been substantial improvement in French trade." To quote Dr. Klein again:

> "The outstanding problem is the unsettled question of reparations, of which the occupation of the Ruhr is a sequence. Even in this situation the unexpected strength shown by both sides has been a distinct surprize. In spite of increased expenditures in the Ruhr France has been able to reduce the currency issue and Government advances in a remarkable manner."

Government information about Germany is summed up as follows in *The Herald:*

> "Official reports on the exact conditions as distinguished from underlying causes show that despite the loss of her richest district and the almost complete demoralization of her currency, German trade conditions are less deplorable than the partizans of that country would have it appear. The reports show that there is less unemployment in Germany than in most European countries, less than 2 per cent. of the population being idle at the present time, it is estimated."

Trade conditions are said to be better in Austria, bad in Czecho-Slovakia, and to range from "good" to "fair" in such countries as Holland, Switzerland, Sweden and Spain. Regarding these countries the Director of the Bureau of Foreign and Domestic Commerce is quoted as saying:

> "The Scandinavian countries have been liquidating the last traces of war-time inflation. Even Austria, which was considered almost a hopeless case a year ago, is now a bright spot in the European field. Farmers in nearly all continental European countries are now in a favorable situation and are more free from debt than they have been for generations. The disordered exchanges have been slowly righting themselves and have not proved an effective barrier to foreign commerce."

Recovery in Italy and France was the chief topic of a recent address made before members of his organization by President

Lewis E. Pierson, of the Merchants Association of New York. He found Italy steadily improving under the Fascisti. "The clear indications are that the Italy of to-morrow will be better and richer than the Italy of yesterday." In passing to France from Italy, after the meeting of the International Chamber of Commerce at Rome, Mr. Pierson found "the same spirit of thrift and hard work." This American observer discovered the reason of France's ability to rehabilitate herself, and for the general feeling that the country is really stronger than her government finances might indicate, in the fact that France "is a nation of small landowners." "As one passes through the country-side of France and, mile after mile, watches the French farmer working on the land that is his own, one begins to understand the essential strength and stability of the nation."

On the same occasion, Mr. Willis H. Booth, who had been honored at Rome with the presidency of the International Chamber of Commerce, bore witness to European improvement —"with English exchange practically restored, with many of the other exchanges of Europe getting firmer, with all of the purchasing power of Europe on a gold-value basis, we can see everywhere the foundation of stability that each year should serve to increase." Mr. Booth sees steady improvement in England, where unemployment "has been decreased 250,000 since January 1, and now stands about 1,250,000." On the Continent "the economic situation is improving itself in spite of the disadvantage of political instability," and "all Middle Europe is back to normal acreage," altho not to normal production. Mr. Booth considers that the international support given to Austria insures "for an indefinite time the political stability and normal industrial operations in Middle Central Europe." The Near East "is in the lap of the gods, pending the Conference at Lausanne," altho Mr. Booth feels that "there will probably be no wars in connection with the settlement of these matters." The uncertainty in the settlement of German reparations still affects the world's business most disastrously, admits this authority, who feels, however, that the French Ruhr policy is likely to hasten a final settlement. In an interview given to the New York *Times*, Mr. Booth made the interesting point that—

> "On the whole, the housekeeping of Europe this year, as compared with each of the other years since the Armistice, is better. Cities are well kept up; the postal, telegraph and train service is much improved; work and social order is the rule; a feeling in each country that it must work out its own salvation without outside help is contributory to greater independence, both personal and national. This automatically gives an improved morale."

And there is even a good word for Russia. President H. M. Day, president of the International Barnsdall Corporation, an oil concern, is quoted on his return from Russia, to the effect that conditions are much better there than they were last fall.

A NEGRO CONTROLLER AT NEW ORLEANS

THE FIRST IMPORTANT PRESIDENTIAL APPOINTMENT of a negro since Roosevelt's day is not, to state the situation mildly, causing a great amount of joy in the South. In fact, the recess appointment of Walter L. Cohen as Controller of Customs for the New Orleans district, after his nomination by President Harding had been rejected by the Senate, is construed by Senators Ransdell and Broussard, Democrats of Louisiana, as "a slap in the face" for that august body, and "against precedent." Republican editors appear to be withholding comment for the present.

International Newsreel photograph

A ROOSEVELT APPOINTEE

Walter L. Cohen; negro, stages a "come-back" as Controller of Customs at New Orleans, despite his rejection by the Senate. This is the first important presidential appointment of a negro since Roosevelt.

In the opinion of Charles Michelson, Washington correspondent of the Democratic New York *World*, "Cohen is probably the most powerful negro politician in the South." For thirty years he has been identified with Republican politics, we are told in *The Crisis*, a New York negro magazine, and during the Roosevelt Administration he was Register of the Land Office. He was a delegate to the national conventions of 1912, 1916, and 1920, and "he is modest, unassuming, and not an office-seeker," according to *The Crisis*. His appointment, even for a few months and without salary (unless the appointment is confirmed by the Senate next winter), "will have a direct and important bearing on Mr. Harding's candidacy next year," declares Mr. Michelson. In this political observer's opinion:

> "The appointment was made in an attempt to stem negro dissatisfaction with the Administration, and to insure his getting the Southern delegates at the 1924 convention. For these delegates will be vital to Mr. Harding if Hiram Johnson, for instance, should happen to prevail against him in the primary contest.
>
> "In all Republican national conventions the colored delegates are important. In the coming convention, with nearly half the delegates to the convention from States where the direct primary obtains, they are absolutely necessary to Mr. Harding.
>
> "Mr. Walter Cohen, like the congener leaders of the white race, has to show something to retain his leadership. He picked on the job of Controller of the Port of New Orleans as commensurate with his importance, and President Harding sent his name to the Senate. In fact he sent it twice. One time, it having developed that the opposition was overstrong, the nomination was withdrawn; the other time it ran onto the snag of Senatorial courtesy, which makes it the rule that any appointee, declared personally obnoxious to him by a Senator, shall be rejected."

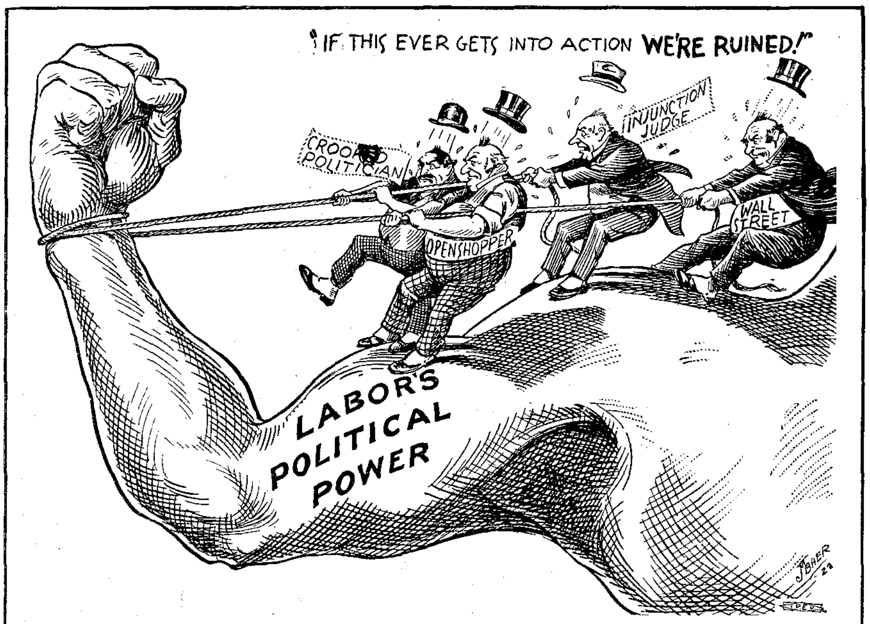
"A few years ago," notes the *New Amsterdam News*, a New York negro newspaper, "the placing of one or two colored men in office was all that was needed to hold for the Republican party the entire colored vote." "But," it adds, "these days are gone forever." Nevertheless, *The News* believes Mr. Harding's appointment of Cohen "will increase the respect of negro voters for him." To again quote the editor of *The Crisis:*

> "Not a word is said of Mr. Cohen's fitness for the position by the Southern press. Not a word is said as to his moral character. Not a word is said of his career as a citizen. Not a

word is said of his white great-grandparents, descendants of the 'best blood' of Louisiana. The only question they have so far discust is the fact that one of Walter Cohen's great-grandparents was black!"

An examination of representative Southern papers shows that "while there has been no charge against Cohen of malfeasance in public office," as the Democratic Louisville *Courier-Journal* puts it, he is unacceptable to the people of Louisiana, and especially to the people of New Orleans. Continues the Louisville paper:

"The reason why Cohen has been appointed to this office is wholly unconnected with the good of the government service. It is not even intended to reward politically negroes of the Southern States. Its dual purpose is to round up Harding delegates from the South at the next Republican National Convention, and, incidentally, to pander to the negro vote in Northern and border States."



FROM A LABOR VIEW-POINT
—Baer for the Labor Cartoon Service.

"This appointment may be defended by Mr. Harding's friends as a clever political move, but apart from this, nothing else can be said in its defense," maintains the Democratic New Orleans *Times-Picayune*. For—

"In choosing appointees to offices such as this, the President owes a decent regard to the community which is to be served. This post might easily have been filled by some member of the President's party just as well qualified and efficient, and in addition acceptable to the people."

There are, too, the feelings of the Senate to consider. In appointing the new Controller of Customs, observes the Democratic Richmond *Times-Dispatch*, "Mr. Harding assumes a more contemptuous attitude toward the Senate than any of his predecessors within the range of memory." But, asserts the Democratic Houston *Post:*

"The executive disregard for the wishes of the Senate in the matter is of inconsequential interest compared to the President's disregard of the sentiment of the South relative to negro office-holders, as reflected in this appointment. He was made aware of the repugnance to the people of the South of negroes in official positions, giving them supervision over white employees, some of them possibly white women.

"In the face of these protests, Mr. Harding's action in forcing Cohen into the Controllership at New Orleans is a gratuitous insult to the South. It tends to encourage negroes to aspire to something that every drop of Anglo-Saxon blood in Southern veins cries out against, and will resist—social equality of the races."

THE "OPEN SHOP" AS A RED-HOT ISSUE

WILL THE PARAMOUNT ISSUE in the presidential campaign of 1924 be the red-hot question of the "open" or "closed" shop in industry? "It will i General 'Hell and Maria' Dawes can have his way," declares Raymond Lonergan, in *Labor*, Washington organ of the railway Brotherhoods. Moreover, he adds, "politicians expect Dawes to gently but firmly shove Attorney-General Daugherty into the background, and to become the real leader of the Harding forces. And if the Dawes program does go through, in the opinion of a leading Progressive Republican Senator, it will "split the Republican party wide open." This may be a reason why it will not be permitted to enter the campaign, in the view of experienced political wiseacres. In fact, remembering the peaceful character of our Chief Executive, the independent New York *Globe* believes that "Mr. Harding has the chance here for pioneer service"; that to settle the differences between employers and workers would be a distinct achievement "for an Administration facing an election."

Several weeks ago the Washington correspondent of the New York *Times* (Dem.) reported the existence of a "strong but loosely organized movement among men of affairs for a declaration by the Republican party in favor of the 'open shop.'" Taking part in this movement were several men who "built up sentiment favorable to Mr. Harding among Eastern bankers, manufacturers and business men before the 1920 convention," we are told, "and these men apparently hope that the President will assert himself upon the question during his summer speaking tour." Railroad executives, too, are said to be dissatisfied with "the Administration's hesitation in dealing with last summer's industrial troubles," and organized labor fears the battle "must be fought all over again because a decisive end was not reached."

President Harding, it will be noted, has not exprest himself on the subject of the "open shop." "But no President in the last generation has made an open campaign against organized labor," we are reminded by David Lawrence, in the New York *Evening World* (Dem.). In fact, believes the Brooklyn *Citizen* (Dem.), "no political party will risk committing suicide by adopting the principle of the 'open shop' in its platform." The issue of the "open shop" is not new. "But hitherto," notes *Justice*, a New York labor paper, "the two major political parties have found it more convenient to remain obscure on this issue." "President Harding always sought to take a middle-of-the-road position on this question," says the Socialist New York *Call*. In his messages of December, 1921, and August, 1922, on labor matters, "President Harding carefully avoided any direct reference to the 'open shop' question," recalls the independent Grand Rapids *Press*. And in the coming campaign, agree such widely separated papers—politically and geographically—as the Charleston (W. Va.) *Mail* (Ind. Rep.), the Savannah *Press* (Dem.), and the Fresno *Republican* (Ind. Rep.), there is no occasion for the Republican party or any other party to advocate either the "closed shop" or the "open shop." To many editors the present seems particularly inopportune for even discussing these principles, in view of the reported scarcity of labor, skilled and unskilled. Besides, points out the Nashville *Tennesseean* (Ind. Dem.)—

"A succession of strikes and continued high prices for the products of union labor have left the public cold to any advances of either organized labor or 'open shop' advocates. The public is paying the bill for strikes and lockouts, and it knows it."

In the opinion of a business daily, the Cleveland *Times-mmercial*, however, the "open shop" matter is more than a litical problem; "it is an economic issue." "By now," plains the financial Boston *News Bureau*—

> "The public well understands that the open shop is not a non-ion shop. It simply is a shop in which all may work, irrespec-e of their membership in labor unions. The union man and e non-union man work side by side without discrimination. gives the employer the right to employ non-union men if he efers them. It guarantees to the non-union man the right to rk."

To the independent New York *Evening Post*, however, the planation is not so simple:

> "Instead of using the vague names 'open' and 'closed' shop, is desirable that we distinguish between the strict union shop, e preferential union shop, the strict non-union shop, the eferential non-union shop, the establishment with a shop com-ittee, and the shop with a fair balance between union and non-ion men."

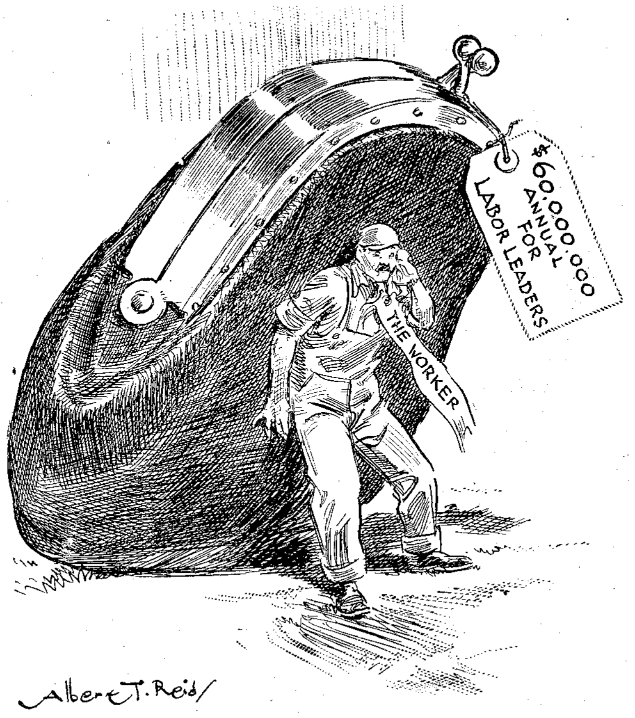
Still another essential fact is pointed out by the National sociation of Manufacturers. "Under the constitution of actically every union in this country," says this organization, union man who accepts employment in an 'open' shop is prived of his membership." But, it adds, "the unions are not ways able to enforce these rules, and as a consequence there are ousands of establishments which actually have union and non-ion men working side by side." Furthermore, says this anti-sed-shop organization, in statements published in the New rk *Journal of Commerce* and Baltimore *Manufacturers' cord:*

> "The very fact that this question is being discust from a po-ical angle is unquestionably recognition of a well-founded lief that the general public is opposed to the 'closed shop.' ie 'open shop' question, however, is much more than one of litical scope, and it can not, in the final analysis, be settled in e political arena. It is, rather, an economic issue. Whenever e public has had both sides of the 'open shop' question ade-ately presented it has decisively declared for the 'open shop.' ie 'closed shop' advocates themselves have assisted in this by fusing to discuss the 'closed shop' from the standpoint of iblic welfare. They have based their advocacy of the 'closed op' upon its alleged benefits to an organized minority ment.
>
> "In the economic field our 'open shop' department has pre-nted clear evidence on the public cost of the 'closed shop.' has, for example, shown that rent increases are much greater towns where building is 'closed shop'; that taxes are increased the 'closed shop,' since it costs 46 per cent. more to erect hool buildings under 'closed shop' than it does under 'open op' conditions; and that higher prices for commodities are gely controlled by 'closed shop' production methods.
>
> "We often think of the 'open shop' as a definite plan or sys-m, or as a solution of the labor question. It is none of these ings. It is merely a shop that is not 'closed'—where both ion and non-union men are employed, and where the parties der the free play of economic forces work out their relations ith each other, just as people do in other walks of life. These lations take different forms in different shops. There are in-vidual bargaining and different kinds of collective bargaining. here is profit-sharing and various plans of wage payment. here are also harmony and discord.
>
> "But this may be said: in the 'open shop' management is not ippled in developing its full efficiency; the welfare of the par-cular shop is the basis of the relation between the parties; the portunity to work and to develop his skill and earning power not denied the worker, and the door to experiment and progress ward better conditions and relations has not been closed. hatever defects, or weaknesses, or injustices are incident to ie 'open shop,' one fact must be clear, and that is that they are t to be cured or a better order established through the substi-ition of the 'closed shop.'"
>
> "The final demand which fixes the wages of the workers comes om the consumer of goods, and the employer can no more revent the operation of this law than he can stop water running wn-hill."

On the other hand, maintains the independent New Haven *Journal-Courier*, "a declaration in favor of the 'open shop' is a declaration against organized labor as a whole." An equally absurd thing would be to declare against consolidated capital, the 'open shop,' or any other lawful human effort undertaken to better conditions of life," asserts this paper, which believes that "in no other way than by organization could labor have secured for itself the forms of protection to which it is entitled." As the Buffalo *Express* (Ind. Rep.) puts the case for organized labor:

> "Trades unionism is a justifiable defense for workers . . . and the effort of a group of business men to smash unions will be futile, because unions are not only a protection to workingmen, but are useful in raising the economic level of the mass of the people."

Even if the "open shop" question should be made an issue in the coming campaign, labor leaders are of the opinion that it would be impossible to enact legislation abolishing the "closed shop," a defense of which is offered by the San Francisco *Labor Bulletin:*



HIS LOAD

—Reid for the Bell Syndicate.

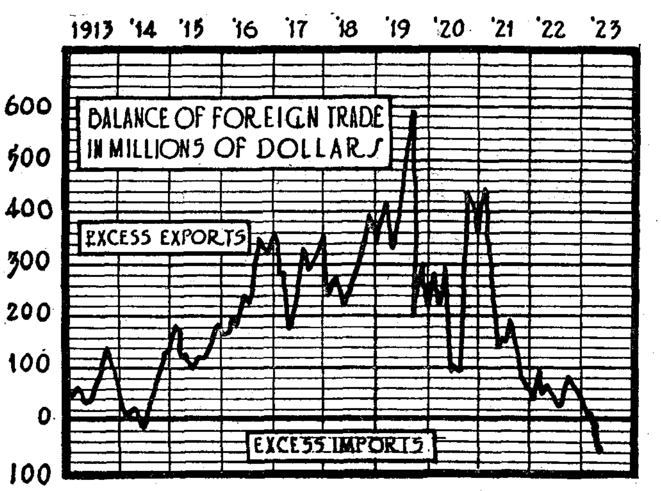
> "It was the trade-union movement that for years battled alone against the evil of child labor; for the present system of secret voting; for direct legislation; for public schools; for free school-books and for other social legislation.
>
> "In the union shop collective bargaining is recognized, as is the right of workers to make their own selection of persons who will represent them. In the anti-union shop collective bargaining is denied, and the employer represents his workers, or selects those who may represent them.
>
> "This is the issue, despite the confusion and tricky terms of anti-union employers and their agents."

Finally, declares Samuel Gompers, president of the American Federation of Labor:

> "American trade unionism, as represented by the American Federation of Labor, is a constructive movement, a rational and natural movement of the working people for a better life, participation in some of the things worth while in the work, in the home, in the play, in leisure, in culture, and to make each day a better day than the day that is past; normal, evolutionary rather than revolutionary. American organized labor will live long after those who are prodding the President with this new-fangled notion of hostility to labor will have gone by the board and been forgotten."

WHY WE BUY MORE THAN WE SELL

THE EARLY END OF PROSPERITY in America, the swamping of our markets by products of cheap European labor, and doleful predictions of our loss of export trade might have followed the announcement of the Department of Commerce a few years ago that imports into the United States in a given month were $60,000,000 in excess of exports. For it is an American tradition that unless we sell more goods than we buy abroad, we can not be prosperous. But the announcement late in May that March imports exceeded exports by $60,000,000 need not necessarily have an injurious effect upon domestic business conditions, in the opinion of such an authority as Secretary of Commerce Hoover, for a large part of the imports has been raw materials for purposes of manufacture in the United States, while another large proportion has been partly manufactured commodities for further use in manufacturing. As the Brooklyn *Eagle* puts it: "A more evenly balanced exchange of the products of industry is a sign that healthy blood is coursing through the commercial arteries of the world, for the tremendous purchases since 1914 were based on credit, and we now have the first sign of liquidation of these obligations." In other words, the United States, being a creditor nation, can collect what is due it in goods. Moreover, points out the Director of the Bureau of Domestic and Foreign Commerce, "the more we import in excess of what we sell abroad, the more gold we will have to ship out of the country." And that, it is agreed, is a development desired by the United States and Europe alike; Europe needs the gold to stabilize its currency, while we have a surplus of the metal.



From "The Magazine of Wall Street"

UPS AND DOWNS OF OUR FOREIGN TRADE

Another phase of this temporary trade balance phenomenon, notes O. A. Mather in the Chicago *Tribune*, is that "even our recently increased tariff has not checked the inflow of foreign goods." To quote the Washington correspondent of the Detroit *Free Press:* "The increase of imports provides more revenue for our Government, but it also sends more good American money to other countries for them to use in their home industries and to better conditions among their peoples." As Arthur D. Welton explains in a Chicago dispatch to the Philadelphia *Public Ledger:*

> "Rising prices, a usual accompaniment of expanding business, customarily bring increased imports. A dollar, varyingly appreciated in terms of foreign money, has a high purchasing power. For a long time American buyers have been scouring Europe for goods which, whatever the price in pounds, francs, crowns or lire, are bargains in dollars. As the purchasing power of the dollar is high in Europe, the purchasing power of Europe's money is low in America. European purchases here have been made under the pressure of necessity.
>
> The imports, however, have not come from Europe exclusively by any means. Customarily, America imports commodities that can not be produced to advantage, if at all, at home. Sugar from Cuba, coffee from Brazil and silk from Japan are always heavily imported, and chemicals and dyestuffs are high in the list. Only the last item comes extensively from Europe. Europe, however, is the beneficiary to a large extent of our heavy purchases of sugar, tobacco, coffee and silk in Cuba, South America and the Orient. They buy the balances against us in those countries with their goods, and thus pay us for the wheat, flour, meats, steel, oil and copper they buy from us.
>
> "It will be surprizing, perhaps, if the trade balance does n continue to run against the United States for some time. It nothing to fuss over if it does. It is the natural process by whic we can contribute to Europe's and the world's economic recove
>
> "It is often said that world conditions would be better if th United States had less gold and Europe had more. If Euro can get gold through trade in the normal way, it is much mo desirable. It is more important that Europe make econom gains than that this countr maintain gold reserves greatl in excess of its real needs."

Furthermore, adds the S Paul *Pioneer Press*, "if th economic adjustment bring the expected benefit to th rest of the world, so badly i need of it, we will benefit the long run." "For if oth nations sell more, they will b able to buy more," observ the Brooklyn *Eagle*. We a also buying large quantities luxury articles from Europ because we are in a prosperou condition, points out this pa per, while Europe is too poo to buy luxuries from us.

The New York *Globe* sees the temporary adverse balanc of trade against the United States a sign of healthy inter national trade. While exports from the United States have smaller volume than many would wish, this paper goes on, "the stand $11,000,000 above those for March, 1922, and they als probably show a strong domestic demand, making shipment abroad less attractive." According to figures published in th New York *Times*, excess exports in March for a number c years were as follows:

Year	*Exports*	*Imports*	*Excess Exports*
1923....	$341,162,349	$402,000,000	*-$60,837,651
1922....	329,979,817	256,177,796	+ 73,802,021
1921....	386,680,346	251,969,241	+134,711,105
1920....	819,556,037	523,923,236	+295,632,801
1919....	603,141,648	267,596,289	+335,545,359
1918....	522,900,238	242,162,017	+280,738,221
1917....	553,985,699	270,257,139	+283,728,460

*Excess of imports over exports.

It is estimated that the showing for April of this year will b nearly an even balance between imports and exports. To th Springfield *Union*, these recent developments "signify that ou foreign trade is approaching a more normal basis." Continue this paper:

> "From the outbreak of the war till well into 1920 we wer piling up an excess of exports at the rate of over $300,000,00 a year. It was, of course, altogether abnormal. A factor tha doubtless has had much to do with the showing so far this yea is our own increased business activity. In the first place i has created a large demand for certain raw materials for manufacturing purposes. Large quantities of wool, leather and o certain grades of cotton have been imported recently and muc of this has yet to appear on the market as manufactured product But at the same time that our increased business activity ha thus increased imports of certain raw materials, it has tended t decrease exports of manufactured products because the deman in the home market has been strong and the prices better tha could be obtained abroad. The effect of this, of course, is t increase the size of the balance against us which, while actuall larger in dollars and cents than for any month in our history is not relatively larger because our foreign commerce, measure in money, is still twice what it was before the war.
>
> "We have become a creditor instead of a debtor nation. W are to receive interest in goods. That does not mean that w need to receive it in goods that injure our own industries, fo we require large importations of raw materials of certain kind to make the best use of our own resources."

TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

European nations must either trust or bust.—*Wall Street Journal.*

Perhaps De Valera can't run Ireland, but he sure can run.—*Manila Bulletin.*

Among the ships that are being converted to oil is statesmanship.—*Paterson News.*

Olive branch will no longer serve as an emblem of peace; there's oil in it.—*Wall Street Journal.*

What a backward country China is! Its bandits haven't yet begun to use taxicabs.—*Brooklyn Eagle.*

Act I: "Let us have cheap foreign labor." Act II: "Let us deport the Reds."—*Albany Times-Union.*

According to the railroads, what is needed for their going ahead is more backing up.—*Norfolk Virginian-Pilot.*

If France will only wait a little while the German offers will be offers to accept an indemnity.—*New York Tribune.*

Correspondent suggests that one way to send sugar prices down might be to send profiteers up.—*Pittsburgh Sun.*

The trouble seems to be that Mexico can't get along without American capital and can't get along with it.—*Passaic News.*

If the French really want a permanent advantage they should seize the German stork as well as the mines.—*Wall Street Journal.*

Another explanation is that the people's representatives have no definite instructions, while the lobbyists have.—*Marion Star.*

It's going to be hard for us to arouse much enthusiasm over the sugar boycott until the strawberry shortcake season is over.—*Nashville Southern Lumberman.*

Vice-President Coolidge made a speech in Massachusetts the other night, and, in touching on the issues of the day, cautiously indorsed the Y. M. C. A.—*Dallas News.*

Chief difference between this and past generation is that patches have been changed from trousers to tubes.—*Wall Street Journal.*

Germany won't offer more money, but it will explain its explanation. — *Philadelphia Record.*

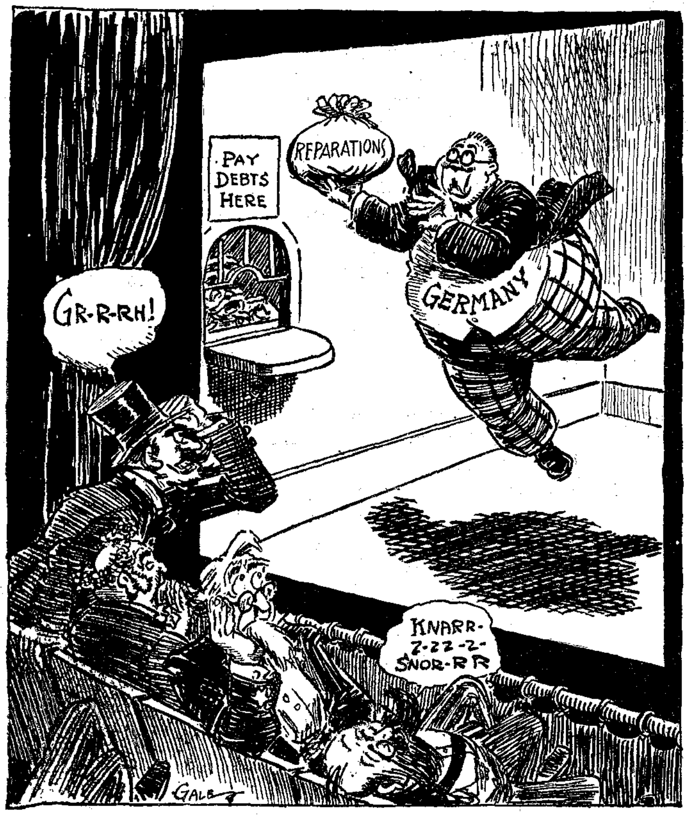
It might be well to keep the Florida convict camps open till a few college hazers could be caught and sent there.—*New York Tribune.*

What seems to puzzle the Germans most is why they can't fool the rest of the world as easily as they fool themselves.—*Indianapolis News.*

Some of these English-speaking Chinese bandits must have gotten their hold-up idea while running laundries in this country. — *Pittsburgh Sun.*

Scientists can magnify the human voice 12,000 times, but they seem unable to do a darn thing for the voice of conscience.—*Brockville (Ont.) Recorder.*

A Council Bluffs baby was born in a woodshed. If he is taken back to his birthplace once in a while he may become president some day. —*Cedar Rapids Gazette.*



ONE OF THOSE SLOW-MOTION PICTURES!

—Gale in the Los Angeles *Times.*

Looks as if the piggly wiggly has not cornered the squeal.—*Wall Street Journal.*

The statesmen are in favor of all appropriations and against all taxes.—*Philadelphia Record.*

We thought for a little while that winter had gone in for this non-stop craze.—*Mansfield News.*

For that matter, the state of matrimony can't endure half-slave and half-free.—*Jersey City Journal.*

If your motor is missing, keep cheerful. So many people find their entire cars missing.—*Buffalo News.*

A country full of filling stations has a lot of nerve to complain of Chinese bandits.—*New York Evening Telegram.*

The only thing that works twenty-four hours on a stretch in these soft times is a rubber-band.—*Binghamton Sun.*

It is well to remember that Adam's fall came before and not after he learned to sweat for a living.—*Rochester Times-Union.*

It may be that fruits feel pain, as that Frenchman says, but the grapefruit is the only one that can hit back.—*Newark Ledger.*

Face powder keeps husbands loyal, says advertiser. Some women consider gunpowder more reliable.—*Wall Street Journal.*

Uncle Sam finds it hard to house his help in Washington. Why not send some of them back to the farm?—*Boston Transcript.*

A trainer says an ape tires of anything when it becomes accustomed to it. There may be something in that Darwin theory. —*Syracuse Post-Standard.*

An example of invincible optimism is afforded by our Department of State, which has just filed a claim for $250,000,000 with Germany.—*Nashville Southern Lumberman.*

"Our great problem is not production, but distribution." This strikes a bald man with peculiar force every time he shaves. —*Canton Repository.*

Those 50 Dutch farmers who have come to America to escape high taxes would probably go to the Great Dismal Swamp in order to get away from the low, wet ground.—*Nashville Southern Lumberman.*

Germany appears to be under the impression that inasmuch as she lost the war it no longer concerns her.—*Boston Transcript.*

His recent international negotiations in oil indicate that the sick man of Europe is really the slick man of Europe.—*Nashville Southern Lumberman.*

The only thing about the New York-to-California flight that surprizes Californians is why the rest of the New Yorkers don't come, too.—*Dallas News.*

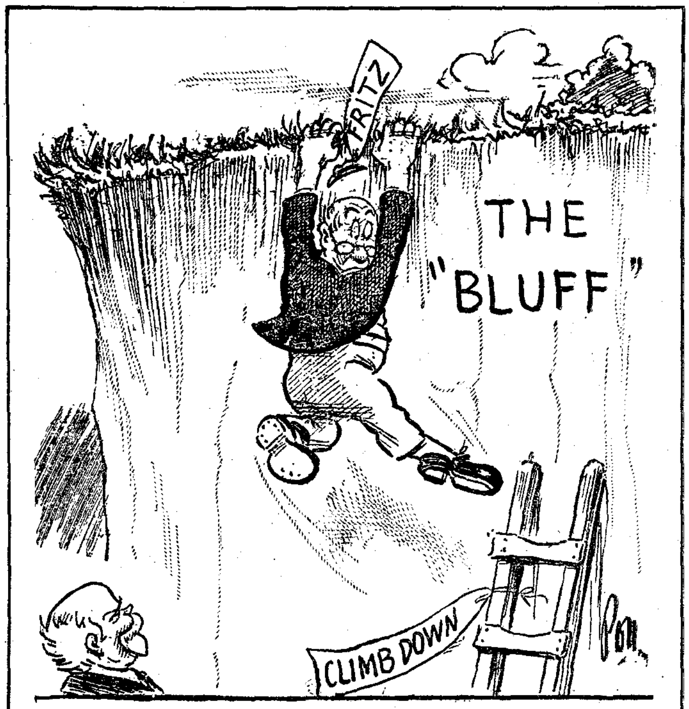
"Hiram Johnson Silent on Trip," says a headline. Don't worry. Hiram will make up for it when he gets back to the good old U. S. A. —*Pittsburgh Sun.*

See that Cecil B. De Mille is to film the Ten Commandments. Fair enough. Some record of them should be preserved for our children. —*Toronto Star Weekly.*

FOREIGN - COMMENT

THE MARVELOUS MAZE OF REPARATIONS

NO PUZZLE DEVISED TO MYSTIFY THE PUBLIC and whet its ingenuity to solve the mystery can compare with the marvelous maze of reparations, we are told, and it becomes more complicated with each successive proposal to find a way out. As soon as the Germans make an offer, remark certain editors, the replies of France, Belgium, England and Italy seem to bring to light difficulties hitherto unsuspected. That is why the reports in Berlin press dispatches that Germany's second series of reparations proposals will stipulate definite annuities instead of offering a fixt total, incline some to predict that we shall see a good many more sums worked out in higher bookkeeping before we find the answer. A very comprehensive examination of the whole question from the British angle appears in the London *Fortnightly Review*, above the signature of J. Ellis Barker, among whose publications are "The Great Industrial and Financial Problems Arising Through the War." An earlier book by Mr. Barker is entitled "The Foundations of Germany," and it is interesting to note in the British "Who's Who" that altho an Englishman, born and educated in Cologne, he had begun to warn England of the danger of a war with Germany and to urge military, naval and economic preparation as long ago as 1900. Mr. Barker starts out his present study by saying that the Germans assert they have already paid fabulous amounts to the Allies in cash and kind, and give imposing figures in support of their contention. But the Allies maintain, on the other hand, this informant notes, that Germany has paid very little, and they quote figures which differ widely from the German statistics, and he adds:



FEELING FOR THE LADDER

"Signs are increasing that Germany can't hang on much longer."

—*Evening News* (London).

> "It is very difficult to make an exact statement of Germany's payments, because the methods of accounting adopted by both sides are extremely unclear and unbusinesslike. Perusal of some of the official statements available will leave even the most experienced professional accountant utterly bewildered. Clarity has been made difficult for two reasons. In the first place the Germans have not unnaturally endeavored to exaggerate their efforts. The Allies, likewise, may have striven to understate receipts. Their accounting has been made particularly difficult, because different nations have different methods of bookkeeping, and an attempt to unify these methods is apt to lead to some confusion. In the second place, the two contending sides place widely differing valuations upon goods, services, etc., and it is practically impossible to obtain an agreement between them. Matters are so obscure that the Germans themselves do not know how much they have paid."

In support of their assertion that they have paid gigantic amounts, and that the attitude of the Allies is utterly unreasonable, says Mr. Barker, the Germans have published various official statements, which differ widely as the following examples show:

	Gold Marks
"*Frankfurter Zeitung*, May 10, 1922	45,600,000,000
Dr. F. Schröder in *Manchester Guardian Supplement*, September 28, 1922	41,000,000,000
Later official statement	38,242,970,000
German Embassy statement, February 8, 1923	36,000,000,000
Deutsche Allgemeine Zeitung, February 22, 1923	56,500,000,000

According to the reports of the Reparations Commission, we read further, Germany has paid "merely a fraction of the smallest of the five sums given." The accounts of the Reparations Commission appear in a little volume, "Statements of German Obligations," which was published last autumn. It appears that the book is almost unobtainable by the average reader, and also because it is "very unclear to outsiders." Mr. Barker cites a summary of its contents from the weekly circular (October 26, 1922), published by the London bankers, Samuel Montagu & Company. In this summary we read:

> "According to the statement recently issued by the Reparations Commission, the cash payments made by Germany up to April 30, 1922, totaled 1,425,000,000 gold marks—less than half the cost of the military occupation of the Rhineland, which up to that date has reached 2,131,000,000 gold marks for the Allies, and 1,000,000,000 gold marks for the United States.
>
> "These figures have been disputed by the German Government through its Consular Offices in New York. The German Consul, Lang, has issued a statement showing that, according to the figures recently prepared in Berlin, the German reparations payments in money to date aggregated 2,193,470,000 gold marks—a difference of 768,470,000 gold marks—and that the total payments in property and money, direct and indirect, amounted to 38,242,970,000 gold marks.
>
> "The Reparations Commission now announces that it should be made clear that the accounts set forth in the above statement 'refer only to the charges upon Germany under Parts VIII and IX of the Treaty for which the Reparations Commission is responsible, and are not a comprehensive statement of all the payments made by Germany under the Treaty.' For instance, the figures published in the general statements of Germany's deliveries and payments between November 11, 1918, and April 30, 1922, do not include the value of paper marks requisitioned by the Armies of Occupation (including the American Army) down to the latter date, amounting to 571,000,000 gold marks. In addition, there are other charges under the Treaty which do not appear in any of the tables of accounts in the publication in question, as for instance: (1) the value of other requisitions and services required by the Armies of Occupation

and paid directly by the German Government, which is officially stated by that Government as 14,000,000,000 paper marks between the Armistice and March 31, 1922 (a sum which might be estimated as representing a gold value in the neighborhood of 1,000,000,000 marks); (2) the payments to the Allied Clearing Offices on account of private debts down to April 30, 1922, 546,000,000 gold marks. Furthermore, the figures given by the Reparations Commission (as may be seen from the published statement) do not include any estimate of the value of the government properties in the portion of Upper Silesia ceded to Poland, in respect of which a further credit will eventually have to be given to Poland."

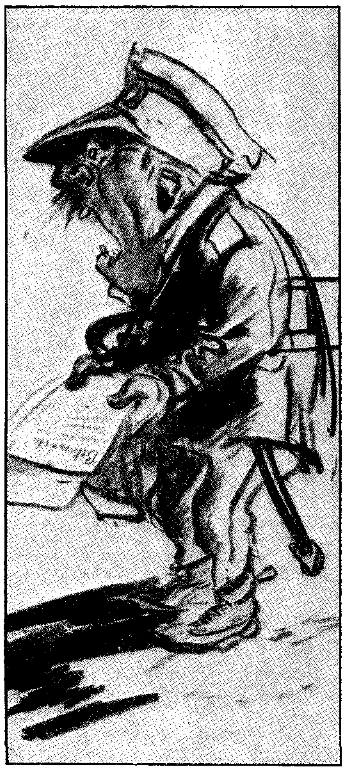
Mr. Barker goes on to point out that while the various German official statements claim vast amounts have been paid to the Allies, the figures of the Reparations Commission "show that the cash payments made by Germany were far less than sufficient to pay for the Army of Occupation, and that therefore nothing was left over for reparations." The grossly conflicting statements issued by the two sides "seem absolutely irreconcilable" to this informant, who calls attention next to an official statement issued by Germany, entitled "Our Performances (*Leistungen*) Under the Peace Treaty," which contains the following details:

Preliminary Deliveries and Deliveries in Kind

	Gold Marks
State property in ceded territories	5,400,000,000
Merchant marine, American vessels excluded	4,400,000,000
Abandoned materials	1,800,000,000
Railway rolling stock, etc., in ceded territories	1,501,000,000
Saar mines	1,000,000,000
Machines for reconstruction work	871,000,000
Coal, coke and by-products	692,000,000
Live stock	299,000,000
Inland navigation vessels and oversea cables	218,000,000
Dye-stuffs, proceeds from sale of scrap, agricultural machinery, etc.	132,000,000
	16,313,000,000

Cash Deliveries

Under Peace Treaty	1,595,000,000
Ditto, under Clearing House procedure	598,000,000
	2,193,000,000
Cost of Army of Occupation, damages in foreign countries and the German colonies	1,036,500,000
Loss of claims on Germany's allies	7,000,000,000
German liquidated property abroad	11,700,000,000
Grand total	38,242,970,000



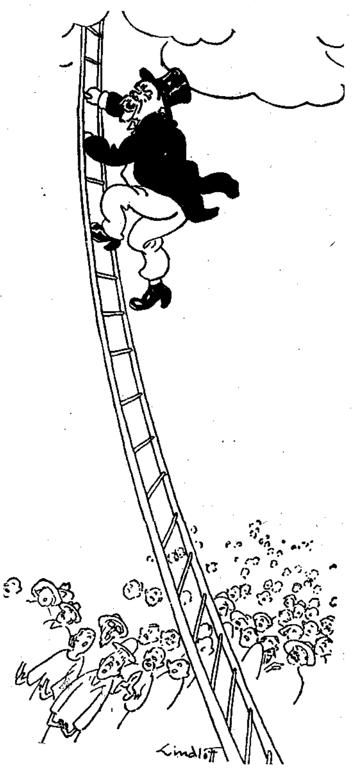
WHAT MADE HIM SOUR

"Tell me, why is your town-crier, who used to be so affable, now such a grumpy individual?"

"Well, the Town Council has decided that twice a day he shall call out the rate for the dollar."

—*Fliegende Blaetter* (Munich).

We are asked then to notice that the official German summary is by no means restricted to reparations payment proper, altho it is usually asserted by the uncritical that "Germany has already paid in reparations something like 40,000,000,000 gold marks." But Mr. Barker points out that the cash deliveries in the summary "come only to about one-twentieth of that sum, and nearly one-third of the cash payments have nothing to do with reparations, but are payments for private pre-war debts which were settled by the clearing houses." Referring to Article 261 of the Peace Treaty, Mr. Barker tells us that by it "Germany undertakes to transfer to the Allied and Associated Powers any claims she may have to payment or repayment by the Governments of Austria, Hungary, Bulgaria or Turkey, and in particular any claims which may arise now or hereafter from the fulfilment of undertakings made by Germany during the war to those governments." Of this paragraph Mr. Barker remarks:



A GERMAN JAB AT FRANCE

Poincaré's ladder of lies.

—*Kladderadatsch* (Berlin).

"Germany advanced to her allies during the war about 7,000,000,000 marks, acting as their banker. Austria-Hungary has broken up, and Turkey and Bulgaria are practically bankrupt. Even if Germany and her allies had been victorious, Germany would scarcely have received repayment from her poor associates in the struggle. It is not quite clear why the article quoted was inserted in the Peace Treaty, for it was bound to be entirely inoperative. Nevertheless, Germany claims that she has paid 7,000,000,000 marks to the Allies by agreeing to forego absolutely worthless claims.

"Examination of other items in the official statement reveals similarly extraordinary entries. The merchant ships handed over, exclusive of those in American waters, are valued at 4,400,000,000 gold marks. In another official German statement the quantity and value of the ships delivered are given at 4,625,718 tons, worth 7,310,302,824 gold marks. The value per ton is absolutely fantastic. The provisional valuation of the Reparations Commission comes only to 659,867,000 gold marks. A detailed official statement published in Germany tells us that 'the value of each single ship has separately been arrived at, and it is on the basis of ship values obtaining on January 10, 1920.' In January, 1920, the temporary shortage of shipping and wild speculation had driven up freights and the value of ships to a tremendous height. The British valuation is based on the money received for the sale of ships."

Mr. Barker goes on to question the valuation of the Saar coal-mines, which is given in the statement above at 1,000,000,000 gold marks, but in two other official statements the figure is set at 1,100,000,000 gold marks. Now, as the Saar field produced in the best pre-war years less than one-twentieth of the quantity produced from British coal-mines, he argues, and as the Saar coal is very inferior to British coal, the Saar field "should at the utmost be worth 400,000,000 gold marks." Germany has placed "three times as high a value as this sum on the Saar mines," and he wonders "what is the basis of her calculation?"

We are next asked to consider numerous statements relating to German deliveries of live stock to the Entente, and Mr. Barker tells us it is "widely believed that Germany has been greatly impoverished by the Allies, that the deliveries of cattle and of milch cows have created a scarcity of meat and milk in the country, that under-feeding is general and that the people die like flies, especially the aged and the children." Now this informant observes that—

"It would not be surprizing at all if the German death-rate was very high, because nearly 2,000,000 of the healthiest and strongest have fallen in the war. Besides, the middle class, and especially those in receipt of fixt incomes, have been utterly ruined by the collapse of the mark. Last, but not least, Germany has received about 1,000,000 refugees, chiefly from Eastern Europe, people who had been starved in Russia, Poland, and elsewhere, and who brought with them typhoid and many other diseases. The fact that Germany is prosperous may be seen by the excess of births over deaths and by lack of emigration. During the last three years births and deaths were as follows:

	Births	*Deaths*	*Excess of Births*
1919....	1,299,404	1,017,284	282,120
1920....	1,651,593	985,235	666,358
1921....	1,586,836	900,181	686,655

"The well-being of the German masses is attested not only by the very great excess of births over deaths, but also by the extraordinarily low death-rate among the people in general and among infants. Post-war and pre-war death-rates compare as follows:

		General Death-Rate	*Death-Rate Among Infants up to One Year Old*
Pre-war.	1904....	22.6 per thousand	19.6 per thousand
	1905....	20.8 "	20.5 "
	1906....	19.2 "	18.5 "
	1907....	19.0 "	17.6 "
	1908....	19.0 "	17.8 "
	1909....	18.1 "	17.0 "
	1910....	17.1 "	16.2 "
	1911....	18.2 "	19.2 "
	1912....	16.4 "	14.7 "
	1913....	16.8 "	15.1 "
Post-war.	1919....	16.2 "	14.5 "
	1920....	15.9 "	13.1 "
	1921....	14.7 "	13.3 "

"The figures given are so striking that comment seems quite superfluous."

Owing to her natural resources, Mr. Barker goes on to say, Germany is destined to be a great industrial and commercial country, and the exploitation of her wealth is facilitated by "a very large, rapidly increasing, industrious and ambitious and intelligent population." So she should be able to pay reparations on "a very substantial scale," but unfortunately, he adds, since the end of the war, underproduction has become universal in Germany, and he proceeds:

"It is difficult to express an opinion as to whether underproduction and overconsumption are fortuitous or deliberate. Both underproduction and overconsumption have largely been caused by inflation. Workers whose money wages have been raised very substantially desire to work less and to spend more. That is a universal experience. Inflation, while causing underproduction and reckless consumption, has ruined the unfortunate recipients of fixt incomes, but it has vastly enriched the agriculturists, the industrialists, the merchants and speculators. The indebtedness of all engaged in active business has practically been wiped out. The wealth of the investors has been transferred to the business sections of the community. The real wealth of a nation consists not in money, which is a mere simulacrum, but in valuable property, such as land, houses, machinery, railways, etc. The financial position of Germany may be deplorable, but the real wealth of the country has scarcely been diminished. The great resources of Germany are still there, and they can produce unlimited income. The mechanical outfit of the country has been vastly improved. While Great Britain has taxed itself to the utmost ever since 1914, Germany has been taxed very lightly, and the bulk of the earnings has been applied to improving the wealth-creating machinery of the country. On the other hand, much English plant had to be neglected because the tax collector had to be satisfied at the cost of efficiency."

German taxes "may be even the highest in the world on paper," we are told, but the amounts collected are trivial. Business men, who have been "vastly enriched by wiping out their indebtedness are described as "paying next to nothing," for "only fixt income recipients and the workers pay the legal proportion of the income tax." This informant continues:

"The trifling amount of revenue received is wasted in every direction. There is not the slightest doubt that Germany is very lightly taxed. In Great Britain nearly one-third of the wealth created is claimed by the tax collector. In Germany the proportion is only about one-thirtieth. Inflation makes it easy to avoid paying taxes. People pay their old assessments in greatly depreciated money. It is quite understandable that the industrialists, agriculturists and merchants are absolutely opposed to the stabilization of the mark.

"In the modern world wealth creation can be extended to an unlimited degree. Germany can undoubtedly pay very large amounts in reparations in view of the vast real wealth which she possesses. However, at present taxation does not even suffice for her domestic requirements, altho Germany has practically no Army or Navy, and altho her national debt has been reduced to a few million pounds by the collapse of the mark."

The latest accounting report of the Reparations Commission is recorded in detail in the financial columns of this issue, and it shows that Germany paid the Allies up to December 31, 1922, approximately 8,000,000,000 gold marks, including seizures. Of this amount 5,000,000,000 gold marks stand to Germany's credit.

JAPANESE URGING WE JOIN THE LEAGUE

AMERICA'S REFUSAL to join the League of Nations was actuated largely by the expediency of domestic politics, say various Japanese editors, who hail President Harding's advocacy of American participation in the World Court with unfeigned delight. To some of them such a step would be "tantamount to America's entry into the League, indirectly or by the back door," or as the Tokyo *Chugai Shogyo* remarks: "It might be taken as presaging her eventual participation in the League." American reluctance to have anything to do with the League was, according to this daily, "an act of international bad faith." But it finds that the domestic political situation in this country has changed while the change in America's foreign relations has been even greater. Therefore this journal believes that—

"Altho somewhat belated, the proposed change of American policy is welcome. We need not examine the motives actuating the American Government in advocating a departure from its old policy. We are glad at the prospect of the League becoming a more powerful and more active institution because of American participation. We welcome American participation even if it entails amendments to the League of Nations Covenant."

The Tokyo *Asahi* considers isolation impossible in modern international relations, and goes on to say:

"The Republicans turned their shoulders upon the League in order to give vent to their anti-Wilsonian sentiment, but they have found it impossible to continue their present policy forever. They have discovered that unless America takes active part in the settlement of the reparations question, which is the main obstacle to the economic recovery of Europe, there is no hope of the economic revival in their own country. The appreciation of this truth has led the American Government to propose the establishment of a committee to investigate Germany's capacity to pay. It is obvious that nothing short of American help can save Europe from her present helplessness. For America to render valuable assistance to Europe it is essential that she should become a member of the League of Nations, a permanent organ aiming at the establishment of world peace.

"Many international conferences have been held, but the establishment of lasting peace is beyond the reach of assemblies of such a temporary nature. The Washington Conference was really valuable as the beginning of a permanent scheme to be consecutively and consistently executed. World peace, for the advancement of which the Washington Conference was called, will not be achieved unless the economic recovery of Europe is attained in conjunction with the reduction of armaments, and a gigantic organ of a permanent nature must be in constant operation to secure world peace. We admit that the League of Nations as it stands is open to many objections, but America's participation would be the occasion for its reconstruction. The League of Nations is certainly a force too powerful to be ignored in world politics. With America as a member, the League of Nations would constitute the central force of world diplomacy."

From the "China Illustrated Review" (Tientsin)

A GANG OF CHINESE KIDNAPERS WHOSE PLACARDS REVEAL THEIR NAMES AND CRIME.

THE CHINESE CHAOS

SLEEPLESS NIGHTS would be devoted to conditions in China by Europe and America, according to some Far East newspapers, if it were not for the more dangerous problems of the Ruhr and the Near East, which occupy European and American statesmen almost to the exclusion of all other foreign matters. Yet, never, since the establishment of the Chinese Republic, has the situation been graver or the outlook "more hopeless" we are informed by the Peking and Tienstin *Times*, which avers that financially and politically China appears to be "absolutely bankrupt." Treaties and other engagements are violated daily by the provincial authorities, it is charged, and the "so-called Central Government is powerless in the face of their open defiance." Plenty of evidence in confirmation of this statement has lately been afforded American readers in the kidnaping of certain American travelers. However this Government may feel about such a violation of American rights it is interesting to note that the Peking and Tienstin *Times* says "it is sheer waste of time for the legations at Peking to enter protests with, and demand satisfaction from, a Ministry of Foreign Affairs which for weeks on end has to carry on without a Minister, and which, even when there is an occupant of the post, can not make a pretense of enforcing national engagements." We read then:

"China has been a republic—but a republic in name only—since February, 1912. From the date on which he assumed the Presidency—March 10, 1912—until his death, June, 1916, Yuan Shih-kai ruled the country as a dictator. With the aid of oyal subordinates he was able, until the last few months of his ife, to crush all serious opposition. From the time of his death the Central Government virtually ceased to exercise any real authority. It has been able from time to time, through combinations of its military supporters—or more properly, patrons—to exercize a shadowy authority over certain groups of provinces. But there has not, since the death of Yuan Shih-kai, been a President or a Government that could issue orders or instructions applicable to all the provinces, with the emotest expectation that they would be obeyed."

The results of the decline of the authority of the so-called Central Government, says this daily, include the practical ndependence of the three Eastern Provinces since Chang Tso-Lin's "abortive expedition" against Peking in April, 1922. Chang Tso-Lin proclaimed his independence after his eturn to Mukden, we are told, and has defied the President, the Cabinet and the Foreign Legations ever since. It is stated ndeed that:

"He has almost paralyzed the Peking-Mukden Railway—the great trunk line connecting the capital with Mukden and via Mukden with the Russian and Japanese railway systems in Siberia and South Manchuria and Korea, respectively—by stopping through traffic on the Chihli-Manchuria border, and carrying off and retaining for his own use twice the number of passenger coaches, and nearly four times the number of freight cars, that are required for normal traffic outside the Great Wall. In addition to this he stole, and still retains, over 200 cars belonging to other Chinese Government lines.

"Outer Mongolia is still in the hands of the Reds. The northern and central portions of China proper are controlled by the Chihli Militarists, General Tsao Kun at Paotingfu, and General Wu Pei-Fu at Loyang. They, for the moment, have the Peking Government at their mercy, and tho they are never tired of professions of loyalty to the President and the Cabinet, their loyalty consists of lip-service only. They or their protégés have publicly humiliated the President by declining to permit his duly appointed nominees to assume their posts as Civil Governors of Hupeh and Kiangsi. They have, more recently, affronted and humiliated President and Cabinet by compelling the Government to appoint Military Governors of their own selection to the Provinces of Fukien and Kwangtung in South China. It was a Paotingfu intrigue which wrecked the last—the Wang Chung-Hui—Cabinet."

It is pointed out, furthermore, that in western and southwestern and southern China, "extraordinary confusion" prevails. Szechuan, China's largest and wealthiest province, which has been the scene of almost incessant strife since the death of Yuan Shih-kai, is said to be once more in the throes of civil war in which Wu Pei-Fu is "attempting to intervene in the hope of extending the influence of the Chihli party." We read then:

"Yunnan is again under the control of the ambitious Tang Chi-Yao, who is also reported to have designs on Szechuan. Kwangsi has been in a condition of absolute anarchy ever since the 'conquest' of the province by a Cantonese army about two years ago. No one can predict what the next day will bring forth in Kwangtung. Sun Yat-Sen's recent triumphal return to Canton has not, as he expected, resulted in the collapse of the opposition militarists, whose attitudes still remain doubtful. Chen Chiung-Ming, who was unable, chiefly owing to lack of financial resources, to retain his hold on Canton, remains a factor to be reckoned with. The Peking Government has deliberately affronted the Cantonese by appointing Shen Hung-Ying as Tuli, or Military Governor. There are continuous unrest and uncertainty in Fukien and Kiangsi. And Chekiang has just distinguished itself by one of the most flagrant violations, up to date, of China's engagements in regard to the taxation of foreign goods in the interior.

"Many provinces, including Honan, where General Wu Pei-Fu has established his headquarters, are infested with bandits. The whole country is seething with unrest, and as if its internal condition were not serious enough to require that every effort be concentrated on reorganization, the irresponsible elements, such as the students and professional politicians, are now engaged upon a deliberate campaign to renew the anti-Japanese boycott—a campaign which, if it succeeds, will embroil China with a neighboring Power which, during the past twelve months, has given convincing proof of its friendly disposition by the settlement of the Shantung question. Lastly, there is a corrupt and absurd Parliament at Peking whose intermittent sessions are confined to obstruction of the administration, and opposition to every reasonable proposal for the adjustment of China's foreign relations."

Confirmation of the above diagnosis of China's condition is found in certain vernacular journals of that country, such as the Shanghai *Shun Pao,* which declares that China is "dominated by a group of irresponsible warriors," and it relates:

> "North and South were nominally united with late President Yuan Shih-kai holding a whip-hand over China. Did Southerners really place their confidence in the Yuan régime? In point of military prowess, the Southern leaders were in eclipse. It was the duty of compromisers to make Southerners submit to the rule of Northern militarists. Could that arrangement bring any satisfactory results?
>
> "Yuan Shih-kai strained every nerve to dominate China by dint of military force. His policy was to hold the balance of power as shown by the fact that he pitted one faction against another. The Peiyang leaders were equally eager to hold the reins of government in their own hands. This selfishness spelled ruin for the nation.
>
> "It will be remembered that Yuan's following talked to him with regard to the proposed restoration of monarchy. His court was then full of reptiles or servitors whose duty was to incite Yuan into passion for the throne. If the Kweichow and Yunnan forces had not revolted against Yuan's coup d'état, the people would have been dominated by a tyrant.
>
> "In a word, Yuan Shih-kai perished, but his influences still remain active."

From the "China Illustrated Review," (Tientsin)

CHILDREN RECOVERED FROM KIDNAPERS

Chinese little ones of the better class formed the prey of a gang of kidnapers recently arrested. Chinese newspapers relate that stolen children are shipped to Canton where confederates of the kidnapers sell them for prices ranging $300 to $500.

Another vernacular newspaper, *Min Kuo Jih Pao,* confesses that "the Chinese Ship of State will be wrecked if the political crisis in North China remains unabated," and it adds:

> "Feng Kuo-Chang, Hsu Shih-Chang, and Li Yuan-Hung were largely responsible for plunging China into chaos politically and financially. Now Marshals Wu Pei-Fu and Tsao Kun have inherited the ability to make trouble from the above-mentioned presidents. It is hoped such monsters will be eventually bundled out of this country so that peace and order may re-establish itself in China. The deplorable thing is that political reptiles have numerically increased rather than decreased by reason of death.
>
> "Premier Chang Shou-Tseng is no doubt a protégé of the Northern duumvirate. If he had not appealed to Northern war-lords for aid, he would not have been offered the Premiership. Legally speaking, Premier Chang's Cabinet is not in existence. Blind to the situation in China, Premier Chang continues flattering Marshals Wu Pei-Fu and Tsao Kun, thereby hoping to make their rice-bowls secure. Unless he is mentally unbalanced, he will not do what is manifestly wrong. The Government has indeed lost its functioning power, so the people must be up and doing. Why should they remain tolerant?"

IRISH UNEMPLOYMENT FEARS

TWO YEARS OF CIVIL STRIFE with consequent industrial dislocation, we are told, leave Ireland in a precarious situation as far as unemployment is concerned and some Irish journals fear acutely that the worst is yet to come when peace actually is established. The Dublin *Weekly Irish Times* speaks slightingly of "a rather superficial discussion of the problem" which was held in the Dail Eireann and declares that in this matter the people of the Free State are "living in a fool's paradise." There is much unemployment throughout the country, according to this weekly, which tells us that in a motion supporting the second reading of the Unemployment Insurance Bill some "very uncomfortable" figures were shown, and it proceeds:

> "At the beginning of April 33,000 persons were drawing unemployment benefit in the twenty-six counties. The financial year ended with a deficit of £550,000 in the Central Fund, and the proposals in the new bill, which are intended to help these people to 'carry on' until the middle of October, will increase the deficit by £250,000. There exists, therefore, a grave problem of unemployment; but what most of us refuse to realize is the fact that it is likely to become far more grave in the near future. The return of peace, we may believe, will give an impetus to trade and—if it is not accompanied by an epidemic of labor troubles—will find work for many people who are now idle; but in this case the slowly approaching goddess, like her cousin Janus, has two heads.
>
> "At the outset peace will create a far larger amount of unemployment than the amount which its direct influence can dispel. The end of war must mean the disbandment of a big part of the National Army, which is believed to number some 50,000 men. On a peace footing, according to the terms of the Treaty, the Army will be some 10,000 or 12,000 strong; and, of course, after war has ended, the war footing can not be maintained at a cost of some eleven millions annually to the taxpayer."

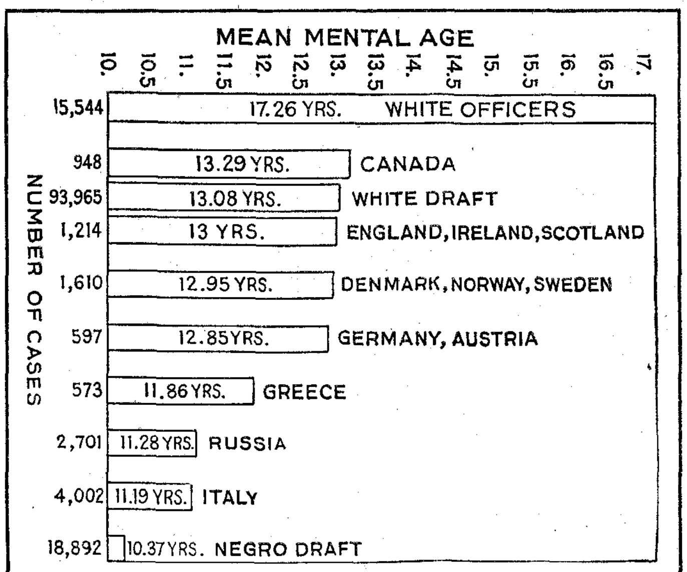
This Dublin weekly goes on to remind the Government of the "distressful story of British demobilization" and hopes it will proceed cautiously to disband its troops. It assumes that in the near future at least 20,000 men now wearing the green uniform of the Free State will return to civil life. There will be a corresponding reduction in the amount of civil employment, based upon the military needs of these 20,000 soldiers; and we are further advised that:

> "Peace will set free some twelve or fifteen thousand persons who are detained under suspicion of hostility to the State. . . .
>
> "We are faced, therefore, with a problem of unemployment which, tho it may be temporary, will be exceedingly acute. It will arise at a critical moment in the young State's history—perhaps on the eve of a general election—and, if the Government and Parliament are taken unawares, the consequences may be very serious. One of the least of them might be a tidal wave of emigration. The Government promises an inquiry into our fiscal system and there has been some talk about the creation of work by the protection of Irish industries. Protection may come in time, but it will not come soon enough to be of any use. . . .
>
> "The whole country stands in urgent need of physical regeneration and repair. Our railways, our roads, our bridges, our harbors and water-ways, our ruined buildings—all these are clamoring for labor which, sooner or later, must be employed upon them. It will be fruitful labor for which the Government need not hesitate to raise a loan; but is the plan ready? Will it be ready when the need arises?"

SCIENCE - AND - INVENTION

MEASURING THE MENTALITIES IN OUR MELTING-POT

IF EVERY IMMIGRANT who has come to our shores could be made to go through a careful examination to find out just how he compared, physically and mentally, with the American-born, Congress might have accurate data from which to work out a new policy of immigration restriction. This, of course, is impossible, but practically equivalent information was given to us by the war, and an expert now uses it as a basis for his conclusion that the present policy of discriminating between immigrants from different nations is highly correct scientifically. Writing in *The Journal of Heredity* (Washington), Mr. Paul Popenoe points out that something like one-sixth of our Army in the Great War was foreign-born, and the mental tests given to nearly two million soldiers bring out some highly interesting and significant differences between these and native-born Americans; and also between various parts of the foreign-born contingent. For analysis, the Surgeon-General's staff took about 94,000 men of the white draft, as large a number as could be successfully handled. Of these 94,000 approximately 13,200 reported that they had been born in foreign countries. Before proceeding further, Mr. Popenoe warns us that he attaches no importance to the age-labels which call a certain grade of intelligence "13 years," a higher one "14 years," etc. Their accuracy has been challenged and he retains them for comparison only. The "14 year" grade is superior to the "13 year," and that is all that concerns us at present. The writer's argument, which lends to a warning against admitting immigrants from those nations which have been sending us most, runs as follows:



AVERAGE "MENTAL AGES" OF FOREIGN-BORN SOLDIERS

Attention is called to the extremely low score made by men in the American Army draft from certain foreign countries and to the fact that the average adult negro showed only the intelligence of the average ten-year-old white schoolboy. These figures applied to immigration would seem to have a very definite bearing on the new immigration laws limiting the relative number of immigrants from different countries.

"If a mental age of 20 years be taken as the point attained by a very intelligent adult, and 16 years as the average normal adult of white American stock, the relative standing of the various groups is at once apparent. The officers form a group better than the average, as one would expect, since some mental superiority is necessary to enable one to discharge the duties and responsibilities attached to a commission.

"The Canadian contingent probably differs little in racial antecedents from the bulk of the old white American stock; and its average [mental] age of 13.29 years is not greatly different from that which the whole white draft would show, if the foreign-born elements were subtracted from it. For the present purpose, it would perhaps not be far from right to class the Canadians as also native-born white Americans—as many of them in fact are.

"Passing this group, the average soon begins to decline. Great Britain stands at 13 years—and the inclusion of the Irish in this classification tends to pull down this average. If Ireland were excluded, England and Scotland together would make much the same sort of showing that Canada does.

"After the Scandinavian countries and the former 'Central Empires,' which are but little below the American average, the drop becomes rapid. The young men of Grecian birth measured below the average mentality of a 12-year-old American schoolboy; the larger contingents of Russia and Italy fall still farther, until the Italians are not far above the level (10.37 years) of the American negro, or of a white adult who is of 'dull mentality.'

"It is obvious that the number of superior men contributed by a country will not furnish a basis for predicting the number of inferiors furnished by that country. There is some correlation, however—the amount was not measured. From a eugenic point of view, the contribution of superior individuals is in many ways more important to the nation than the number of inferior individuals sent over as immigrants: hence the countries have in this graph been ranked in proportion to the number of individuals of A or B mentality whom they contributed to this sample of the draft.

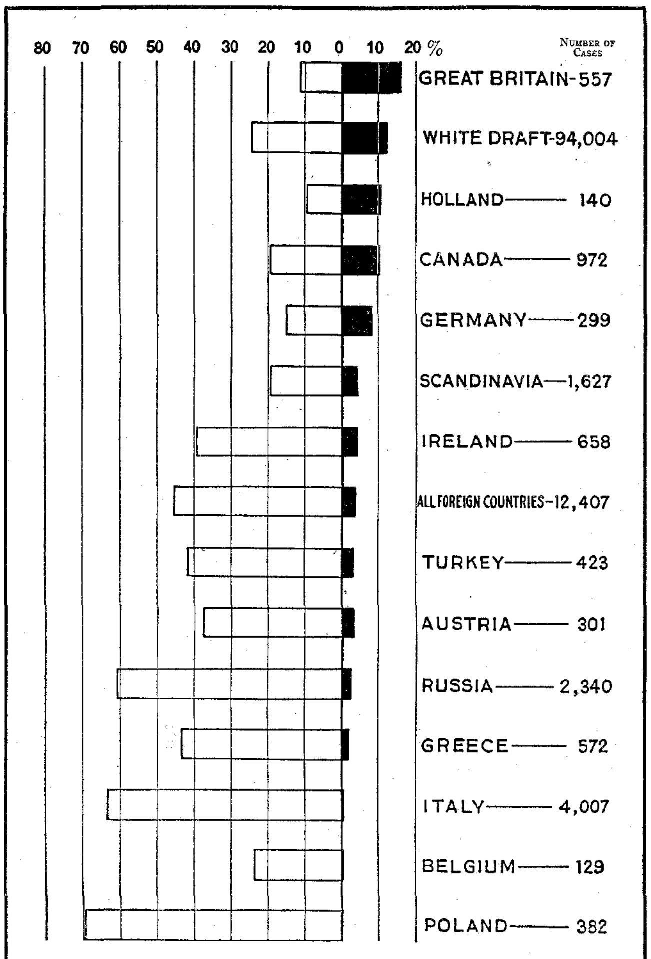
"It is apparent that, aside from English-speaking countries, only Holland and Germany made contributions that averaged fairly well with the bulk of the American population. And worst of all, the proportion of immigrants from these countries during the last quarter of a century has been small. The great bulk of recent immigration to the United States has been made up of Slavic and Mediterranean peoples; and the startlingly inferior quality of these immigrants, from a psychological point of view, has rarely been more strikingly shown than in these army returns. It is clear, as special students of immigration have long asserted, that the South Italians, Poles, and Russians who have been imported in such large quantities during the past few decades, to furnish American industry with cheap manual labor, represent an extremely inferior racial contribution, measured by existing American standards."

It is not intended, we are told, to suggest that the immigrants here described are fairly representative of their parent populations. It is probable that they are not: but such an admission does not mitigate the seriousness of the situation, eugenically. Whether the United States has become the *dumping-ground* for the representative individuals of an inferior nation, or for the dregs of a superior nation, the effect on this side of the Atlantic is equally unfortunate. Mr. Popenoe goes on:

"As the figures on which some of these averages are based are small, amounting in the cases of Holland and Belgium to little more than a hundred each, it would be a mistake to lay too much stress on the exact ranking given. But if only the broad general outlines are considered, it can not be believed that multiplyng the data a hundredfold would alter the situation. It is not conceivable that the predominantly Nordic countries, which now stand at the head of the list, would be displaced by the Slavs and Latins who stand so far down at the foot.

"It would be interesting to know how far the contingent ascribed to Russia represents Russian Jews. Presumably a large part of it must be made up of the Russian Jewish immigration of the last 30 years. It has often been assumed that the Jews as a race are superior to the average in intelligence. If such an assumption were verifiable in these figures, it would leave the non-Jewish Russians in this contingent in a highly unfavorable light."

Now we strike a feature of the returns that may be interpreted by the patriotic American as showing that residence in the land of the free and the home of the brave tends to lift the benighted European to a higher mental level, tho some of the scientific wiseacres have other explanations. At any rate, here are the facts:



IMMIGRATION AND MENTALITY

Here the average mentality of the white male population of the United States is taken as zero. At the right of this line, in black, is shown the percentage of foreign-born drafted men above the American mental average; at the left, the percentage below the American average. The conclusion is reached in the accompanying article that some of the countries responsible for most of the recent immigration send the greatest proportion of mentally inferior immigrants.

"Of the foreign-born draftees here studied, approximately 70 per cent. had come to the United States within ten years of registration. When the foreign-born were divided into classes, depending on the length of time they had been in this country, it was found that apparently 'the group that has been longer resident in this country does somewhat better in intelligence examinations.'

"This might be interpreted in a number of ways—evidence on all of them being lacking. It might be that the more intelligent immigrants succeed and therefore remain here while the failures go back home. But since some of the successful immigrants, those who make money, also return home, this hypothesis is uncertain.

"Again, it might be that longer residence means greater familiarity with the English language, and hence greater success in the tests. This is largely negative by the fact that a large proportion of the foreign-born—namely, all those who seemed to require it—were given special tests which were little dependent on the ability to understand English.

"Or it may be that the more intelligent young immigrants were those who, in 1914, or shortly thereafter, voluntarily went back to their old homes to answer the call to arms. This may account in some small degree for the observed differences.

"But when all considerations are balanced, it seems to me likely *a priori*, that the difference here shown is to a marked extent one of difference in the inherent quality of the immigrants. There are many independent grounds for reaching the conclusion which these figures suggest, that the quality of immigrants to the United States has become poorer, year after year. The first tide of Russian exiles, who came to the 'land of the free' in the '80's, is generally considered to have been better than the average who remained behind. It is not likely that the Russian Jews of 1880–1890 could have yielded any such figure as is here shown for Russians of the draft army in general.

"Admittedly, the draft figures do not lend themselves in most instances to a detailed and refined analysis. For the present purpose it is not at all necessary that they should. Their general trend is clear, inescapable, and incontrovertible. It shows in a most striking way that the average of American immigrants during the last quarter of a century is below that of the native-born white population; and that the average of the countries which are sending over most of the immigrants, is even lower still. This last average is, indeed, so deplorably low that it is a fair and serious question whether the United States can eugenically afford to admit any more such average immigrants, either without any restriction, or on a percentage basis. Should not the American policy be that of admitting all who are superior to the American average, and no others?"

FILLED MILK AGAIN

THAT THERE IS NO VALID ARGUMENT against filled milk from a public-health standpoint, is the opinion of a contributor to *The American Journal of Public Health* (New York) signing himself "M. P. R." Hearings before Congressional committees seem to indicate, he thinks, that we have here a very pretty trade fight, rather than one between assailants and defenders of the public weal. Of course filled milk should be sold for what it is, and not for something else; just as oleomargarin should be. THE DIGEST has already quoted articles for and against the proposed act to prohibit the manufacture of this food, which, our readers will remember, is a compound made up of skimmed milk to which 3 or 4 per cent. of coconut oil is added. It is then condensed to approximately one-half of its bulk. Says the health magazine named above:

"Our interest in this bill lies in the effect of such a compound on the public health. The hearings have been characterized by controversies which are not at all scientific, and which indicate that public health is one of the least considerations involved. It is charged that the whole matter is a trade fight between two large milk companies, one of which is putting out filled milk in addition to its other business, and it is almost impossible to read the transcript of these hearings without gaining the impression that this is a fact.

"As far as the injury to public health liable to be done by filled milk is concerned, the discussion centers largely around the vitamins and particularly fat soluble 'A.' In the report made to the Senate it is stated that 'even tuberculosis may be traced to lack of vitamins in the diet.' In view of such statements one can hardly deny the charges made that there is a great deal of 'vitamin hysteria' at the present time. Even some of the physicians who qualify as experts make untenable statements. Certainly hearings before committees are not places in which to get scientific facts, altho the discussions are often interesting and illuminating.

"It is well to remember that in the past, laws protecting the dairymen have not usually been made with much regard for the public. The bill which taxes oleomargarin, and puts a prohibitive tax of 10 cents a pound on colored oleomargarin, is still in force, tho nothing can be said against oleomargarin from the public-health standpoint. On the other hand, butter-makers universally color butter, and it is taught in the agricultural colleges throughout the United States. The addition of one or two mills' worth of artificial color adds nothing to the nutritive value of butter, yet it makes a product which is unsalable as butter, or at best salable at low prices, sell to the consumer at the price of good butter. Just why this should not be considered a fraud is not easy to say, but it is sanctioned by the law of our land in the interests of the dairymen.

"Considering this matter from the public-health standpoint, we admit without discussion that the normal milk of any animal is a perfect food for the young of that species; that some sort of milk is the best substitute for human milk, tho cow's milk is very far from being a perfect food for infants; that cow's

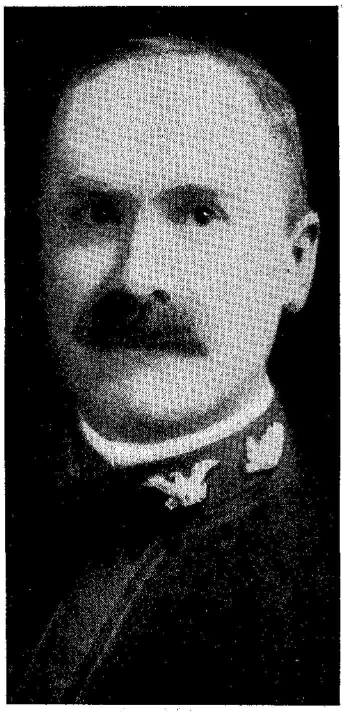
> milk is perhaps the best source of vitamin 'A,' and that this is contained largely in the fat content. The experiments of Hess indicate that skimmed milk can furnish nutriment for infants over long periods of time, and the conclusion either that vitamin 'A' is not as necessary for these infants, as experiments on rats seem to indicate, or else that skimmed milk contains a considerable proportion of this vitamin, seems to be justified."

It is hard to understand, the writer says, just why the dairymen have become involved in this fight, since it opens up a new and advantageous market for skimmed milk. Skimmed milk is a valuable food, corresponding in its value closely to lean meat. It contains all the protein and has a high caloric value. The waste of skimmed milk in this country is a crime, says the writer. The Department of Agriculture estimates that the amount of skimmed milk represents annually a protein value of 913,000,000 pounds, approximately equivalent to 8,000,000,000 pounds of beef, which is said to nearly equal the annual consumption of beef in this country. A large amount of this goes into the making of paints, billiard and pool balls, buttons, brush-backs, etc. Dr. Carlson, of Chicago, points out that the waste of all this food material is a very serious public-health problem. To quote further:

> "If filled milk is sold as whole milk—and we are quite ready to admit that this occurs sometimes—it is a matter which should be dealt with as a fraud just as are other food adulterations. The public should not be deprived of this valuable food product, which is digestible and nutritious, altho not a complete food, because in some instances such a product is sold as whole milk. Cheese made from skimmed milk, or partially skimmed milk, is extensively used as a diet in various parts of the world. In the United States cheese is not used as a substitute for meat as much as it should be. The skimmed milk which now goes for manufacturing various articles might well be made into skimmed-milk cheese and sold to the vast number of people in the United States who need a cheap source of protein. It would be just as rational to exclude from interstate trade all of the vegetable oils—cottonseed, peanut, corn and coconut oil—as it would be to condemn a condensed milk in which the butter fat was replaced by these vegetable oils. Many of the shortening and cooking compounds are made from the vegetable oils, and have been used for years without any detriment to the public health as far as the evidence shows.
>
> "We are in full sympathy with the dairy interests of the United States, and have repeatedly urged the more extensive use of milk, and will continue to do so. We have no sympathy with the sale of oleomargarin as butter, nor the sale of filled milk as whole milk, but, as said before, most States have machinery for dealing with such frauds. Even when whole milk is bought the cream is sometimes removed and the skimmed milk used as food. If all foodstuffs, in the manufacture and sale of which frauds have been or can be committed, were excluded from trade, there would be a decided food shortage, and milk itself would be among the first to be debarred, since there are few articles which have been more adulterated, and none which require more constant attention from inspectors and health officials.
>
> "It has not been shown by any one that there exists in this country a vitamin 'A' starvation, nor has it been shown that the sale of filled milks and butter substitutes has increased the malnutrition of our people. It is admitted by all that whole milk varies in its value according to the food of the cow, and that babies nursing from their own mothers frequently suffer from some of the deficiency diseases due to the poor quality of the milk. With these facts in mind is it wise or just to prohibit the sale of filled milk, because of its deficiency in vitamin 'A'? Certainly the public-health argument has no standing in the case."

IS THE EINSTEIN THEORY A CRAZY VAGARY?

IT SURELY IS, according to Capt. T. J. J. See, of the U. S. Navy, one of the astronomers who has refused to bow the knee to Relativity. The recent eclipse observations agree not only with Einstein, he says, but with astronomical formulas deduced over a century ago. Furthermore, Einstein's theory of gravitation fails to explain familiar phenomena and is, as above stated, "a crazy vagary" and "a disgrace to the age." Professor See has himself promulgated a theory of gravitation, which he says is not open to these or similar animadversions; but we quote him here only in relation to that proposed by Einstein. He writes in a letter from California, printed in the New York *Times:*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"A CRAZY VAGARY"

Is what Captain T. J. J. See calls the Einstein theory of relativity.

> "1. It can not be truthfully said that the confirmation of the Newton-Soldner formula of 1801 for the refraction of starlight near the sun is a triumph for Einstein. This formula dates from the early days of Einstein's grandfather—122 years ago!—and in a dispatch from Berlin, April 14, Einstein himself admitted to the correspondent, Karl von Wiegand, that 'in so far as precise measurement is concerned Captain See may be said to be correct in denying that the test proved the theory of relativity.' Einstein hoped, however, that in more favorable circumstances the difficulties of the theory might be removed. It thus appears that Einstein does not regard his theory as having triumphed, and all such inference is quite premature.
>
> "2. You admit the general rejection of relativity by eminent European philosophers, thus:
>
> "'In January of this year it was reported from Berlin that fifty German physicists, mathematicians and other philosophers were "seriously grieved" to see public opinion misled by the suggestion that the theory of relativity is the solution of the problem of the universe, and by the concealment of the fact that many savants, "including the most distinguished," do not accept this theory as a proved hypothesis, but look upon it as fiction.'
>
> "In the circumstances, is it any wonder that some of us who owe a duty of truth to the public should be obliged to contest vigorously the unauthorized and indefensible conclusion that the observed refraction of starlight near the sun is a confirmation of the discredited doctrine of relativity?
>
> "3. After ample reflection I have described relativity as 'discredited,' and I will now proceed to give particulars:
>
> "(a) Einstein's theory does not explain centrifugal force, the law of which was established by Huyghens 250 years ago, and confirmed by Newton in his immortal 'Principia,' 1687.
>
> "The law of centrifugal force is verified by every boy who whirls an apple by means of a string tied to the stem. It is verified daily in every laboratory in the world, and has been known for 250 years! Is it not therefore careless, wicked, perhaps criminally dishonest, for the Einsteinists, who claim 'there is no ether,' to pass over the difficulty of the centrifugal force as if it were not real? Accordingly, we understand why Michelson rejects Einstein, because Einstein rejects the ether, for sending us light and holding the planets in their orbits.
>
> "(b) The central force required to hold the moon in its orbit about the earth is equivalent to the full breaking strength of five-million cables of steel, each a foot in diameter, when the steel has the tensile strength to lift thirty tons to the square inch. In the same way the central force required to pull the earth around the sun is equivalent to an eleven-inch cable of steel on each square foot of a hemispherical cross-section of the earth—so that to hold our planet in its orbit its hemispherical surface toward the sun must be almost covered by solid cables of steel. The ether sustains this immense force, and it was so held by Newton.
>
> "(c) In proposing to do away with the ether, therefore,

Einstein simply did away with himself in the eyes of all competent philosophers. The Einstein doctrine that the ether does not exist, and that gravity is not a force, but a property of space, can only be described as a crazy vagary, a disgrace to our age!"

THE NEW LIFE-SAVER: ADRENALIN

ADRENALIN, THE DRUG which is reputed to have "brought back the dead to life," is a life-saver rather than a life-restorer, according to Science Service's *Daily Science News Bulletin* (Washington). It can stimulate a heart suddenly overcome by some accidental shock or strain, but it can not renew a physical frame exhausted and poisoned by long disease. Such also is the official opinion of *The Journal of the American Medical Association*, as exprest in an editorial. We read:

> "The power of the suprarenal glands, of which adrenalin is the extract, to raise blood-pressure by causing powerful contraction of the muscular walls of the blood-vessels has been known for many years. The glands are small, two in number, and situated just above the kidneys. Their active principle, causing stimulation of the muscles of the heart and blood-vessels, was isolated in the period from 1901 to 1903 by several chemists, and called adrenalin.
>
> "Recent publicity given to its use in reviving persons apparently dead has recalled attention to earlier reports of a similar nature. After several cases had been reported, two German scientists in 1910 experimented with dogs whose hearts had ceased to beat after the blood-vessels leading from the organ had been tied. They found that when adrenalin was injected directly into the heart there was a strong contraction of its muscles and a rapid rise of the blood-pressure, but if the injection were delayed until all the body functions had apparently stopt, and until massage of the heart and forced breathing of oxygen were without effect, the results were less satisfactory."

Turning from canine cases to human—

> "During the war a German surgeon injected adrenalin into the hearts of three desperately wounded soldiers. Improvement was only temporary, the men subsequently dying of their wounds. Experiments continued after the war, and in 1919 there was a report of forty-five cases, in fifteen of which adrenalin had revived the patient from an apparently hopeless condition, but in no case did the patient survive longer than eight hours.
>
> "Two years ago a German surgeon reported the reviving by means of the drug of a woman who had 'collapsed' while being operated upon, and was so far gone that even direct massage of the heart through the operation wound failed to start it going again. Six minutes had elapsed when the drug was injected. Improvement in the heart sounds was noticed in ten seconds, breathing was soon resumed, and four weeks later the woman was discharged as cured.
>
> "A case fully as remarkable was described in March of this year by Dr. Carl Bodon, attending physician at the American legation at Budapest. He was called to treat a man, fifty-six years old, apparently dying of a heart attack. While the doctor was applying the usual strong remedies the patient seemed to die, lying relaxed and with even his lips of a death-like pallor, and with his heart action and breathing apparently ended. The drug was immediately injected into the heart. In forty-five seconds the heart-beat was again audible to the stethoscope, breathing began, and two hours later consciousness was restored. Three months later the man seemed entirely well.
>
> "As the result of these cases and ninety others reported by Dr. Bodon, the virtues and limitations of the new treatment are apparent. It is not to be used in hopeless cases, as death from cancer or tuberculosis, where the whole body is poisoned by the disease. It is to be used when the heart stops during an operation as the result of shock or because of abnormal sensitiveness to some drug, or generally 'in every case where we know the patient could have lived if the fatal state had not developed.'"

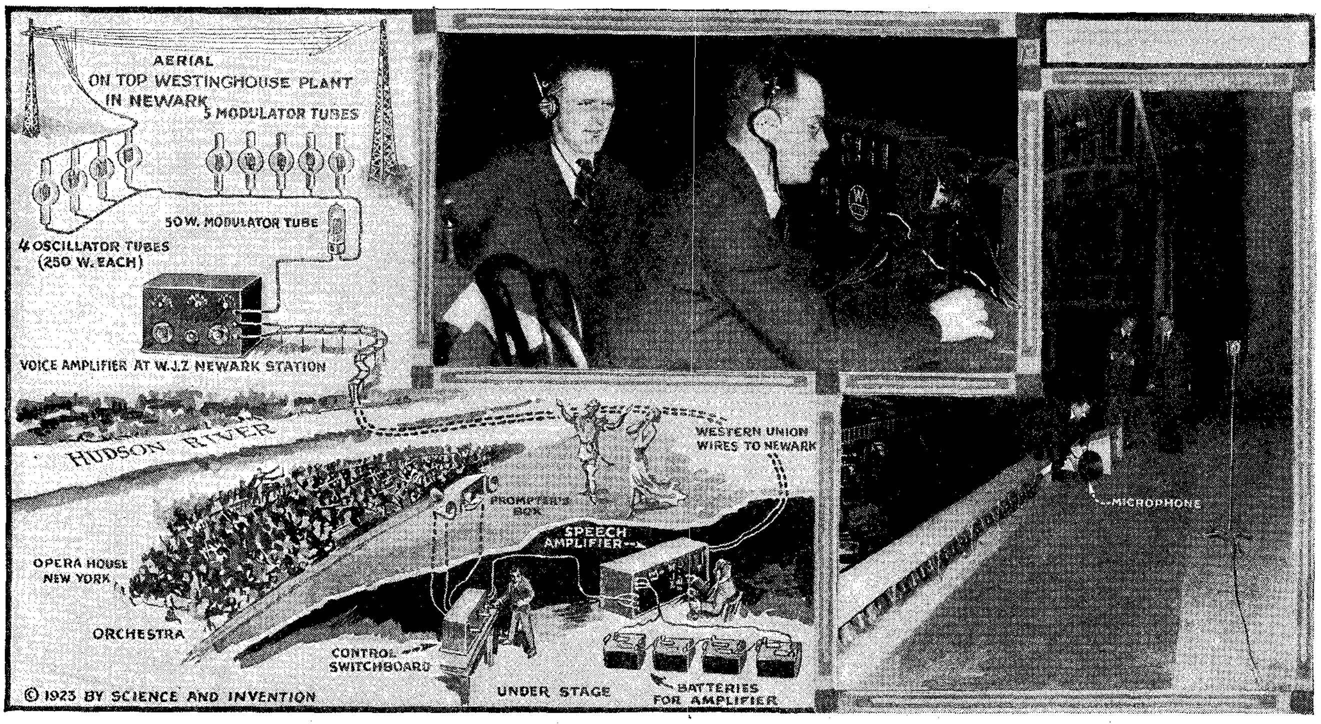
The Journal concludes:

> "Adrenalin will cause contractions in a heart even after it has been removed from the body in which it rested; but that is a far different matter than the restoration of life when that intangible thing known as the spirit has passed away."

THE MUSIC CURE AMONG THE INDIANS

THAT THE INDIANS have long been familiar with the curative power of music, is asserted by Frances Densmore in *Hygeia* (Chicago). Miss Densmore has made a study of Indian music for the reports of the Bureau of Ethnology of the Smithsonian Institution, and the knowledge thus gained leads her to wonder whether the musical treatment of the sick may not be used for the white race oftener than it now is. Our race, Miss Densmore thinks, has a way of discovering facts that the Indians have known for centuries. One such discovery is that music has a healing value. She goes on:

> "We are more emotional than the Indians; at least we express our emotions more freely, and hence we conclude that the beneficial effects of music are due to the association of emotional ideas. Thus it is argued that a majority of instances of mental derangement arise from thwarted affections, and that the love-song is found to be beneficial in treating such disorders. The afflicted person may have heard the song under happy conditions and it arouses pleasant memories; hence the benefit. It requires little experimentation to find that 'jazz' is unduly stimulating, and that a lullaby is soothing; but neither the arousing of associations through a love-song nor the use of these simple forms of rhythm should be termed scientific, or the results considered conclusive evidence of the value of the method.
>
> "The Indian medicine-man treats physical as well as mental or nervous disorders with the aid of music, but there is no appeal to the emotions in his method. Instead, it appears to be based on the actual power of rhythm. For about fifteen years I have been associating with the old medicine-men of several tribes, in connection with my study of the music of the Indians for the Bureau of American Ethnology of the Smithsonian Institution at Washington.
>
> "Some of the medicine-men of the various tribes administer herbs and say that they sing in order to make the herb effective. Others sing without using material remedies. I have recorded phonographically more than one hundred songs used by Indian medicine-men and women when treating the sick, with descriptions of their methods of treatment. Sometimes a medicine-man uses affirmation as part of his method. Thus, a Chippewa medicine song contains the words, 'You will recover, you will walk again. It is I who say it. My power is great.' This was sung for a person unable to walk. A Yuma medicine-man said, 'After singing my fourth song, I always ask the patient if he feels better. The sick man has always said that he felt better.'
>
> "The Sioux medicine-men have songs for various ailments—a song to be sung when adjusting a fractured bone, a song for headache, and a song for diseases of children. The Papago of Arizona have special songs for every imaginable ailment and, like the northern Indians, they believe that healing songs are given them by certain birds and animals. There is nothing in the words of these songs to arouse any associations in the mind of the patient. When the medicine-man is not praising his power or that of his guardian animal or affirming the recovery of his patient, he uses words that are poetic. The song is usually sung four times, then follows a pause, after which the song is again sung four times.
>
> "Beating a drum or shaking a rattle is part of the bedside treatment of the Indian medicine-man. In some instances this is done without singing, and is so emphatic as to stimulate the patient to action if any life remains. Drum and rattle have a steady, throbbing rhythm which holds the attention of a sick person and undoubtedly has some effect, but it is the song that is considered the important part of the treatment.
>
> "The rhythm of one Chippewa medicine song is as positive and energetic as that of 'Onward, Christian Soldiers.' No one can hear it without feeling its force and vitality. The words are in praise of the doctor's mystic power, 'in a dream I was told to do this.' The rhythms of other songs are more subtle. The Indians are masters of rhythm. We hear of their warlike proclivities and their trivial customs more often than we hear of their occultism, in which rhythm forms an important factor.
>
> "It would be interesting to test the Indian medicine songs in the treatment of the white race by music, not within too narrow limits, as in the song for reducing a fracture, but in the larger outlines of the soothing and stimulating melodies, apart from any association of ideas. A few old men remain who know the old songs of the days when the healing art was closely allied to religion. Perhaps these old men, with their ascetic lives and tremendous powers of concentration, could teach the white race a lesson in the curative power of rhythm."



BEHIND THE SCENES IN BROADCASTING AN OPERA

The picture at the left shows how the telephone and radio currents pick up the music at the theater in New York City and carry it to the Newark radio station to be broadcasted to radio fans all over the country. The upper insert photograph shows the announcer and voice amplifier instrument below the theater stage. At the right one of the microphones near the prompter's box is being put in position.

BROADCASTING A WHOLE OPERA

THIS FEAT, ACCORDING TO LLOYD JACQUET, writing in *Science and Invention* (New York), was first accomplished in New York last February and has been often done since that time. The radio fan, comfortably receiving an opera from a station hundreds or even thousands of miles away, little knows, Mr. Jacquet says, of the wonderful mechanism behind the scenes. Concerned primarily with the tuning and adjustment of his receiving instrument, he little realizes the skill and knowledge which bring about this modern miracle—"opera at home in an easy-chair." We read:

"It was from the pioneer broadcasting station WJZ, located on top the Westinghouse Electric plant in Newark, New Jersey, that the first complete opera was sent out.

"Early in the month of March, the Wagnerian Festival Company, just arrived from Germany, began a series of the popular Wagner operas in New York City. The broadcasting of these operas by radio was to be not only a test of the popularity of opera broadcasts as far as the fans were concerned, but also a test as to whether radio broadcasting would have any influence upon the theater box-office receipts.

"The Wagnerian operas are very long. They range between three and four and a half hours. They are also noteworthy for their large choruses and their long and ponderous overtures. It will be readily understood, then, why the feat involves some big problems, and constitutes a real test in broadcasting.

"Station WJZ was unusually well situated and equipped to attempt such a test. It is the oldest station in the metropolitan district, and has been completely overhauled. It has a power output of 1 kilowatt, and has an extreme range of several thousand miles.

"While the general principle is the same with the broadcasting of operas, the latter process entails a nicety of adjustment and operating which can be carried out only after extensive study of the problem by men of experience.

"The problem was tackled with typical aggressiveness, and on the evening of February 20, practically without notice, except for the brief opera synopsis by the announcer, 'The Flying Dutchman' was presented to a startled and agreeably surprized radio audience. The success of the first broadcast was such that it was quickly followed by the presentation of 'Die Walkuere,' 'Die Meistersinger,' 'Lohengrin,' 'Tannhäuser,' and others. These operas were picked up in Cuba, in far points of Northwestern Canada, and in Bremerhaven, Germany. The success of the experiment was assured. Radio broadcasting of opera was accepted and applauded by the radio fan. It was another victory in the pioneer work of the oldest station of this part of the country."

Let us now go "behind the scenes" in broadcasting. The mechanism which converts the sound-waves into electric impulses and conveys it to the listeners' apparatus is comparatively simple, but very interesting. A typical case is the installation for the opera of "Tannhäuser"—from the Lexington Theater in New York, on March 15, 1923. To quote again:

"Before the performance, the microphones which are to pick up the sound vibrations are carefully located and placed. A knowledge of the stage acoustics and of the opera is very necessary. The microphones, three in number, must be so located as to pick up every sound made, either by the orchestra, soloists, or choruses. They must be judiciously placed so that the sound will not be too strong, or too weak, as the actors move about.

"One of the microphones is placed under the stage, in front of the prompter's box, and facing the orchestra and audience, in the orchestra pit. Two microphones are placed to the right and left of the prompter's box. These microphones are connected to a small control switch box, and by means of switches, either microphone, or all of them, may be connected in circuit.

"From the control box, the impulses picked up on the stage are sent through a speech amplifier, which is usually located under the stage. The output from the speech amplifier is fed into the Western Union wires, which connect directly with the station.

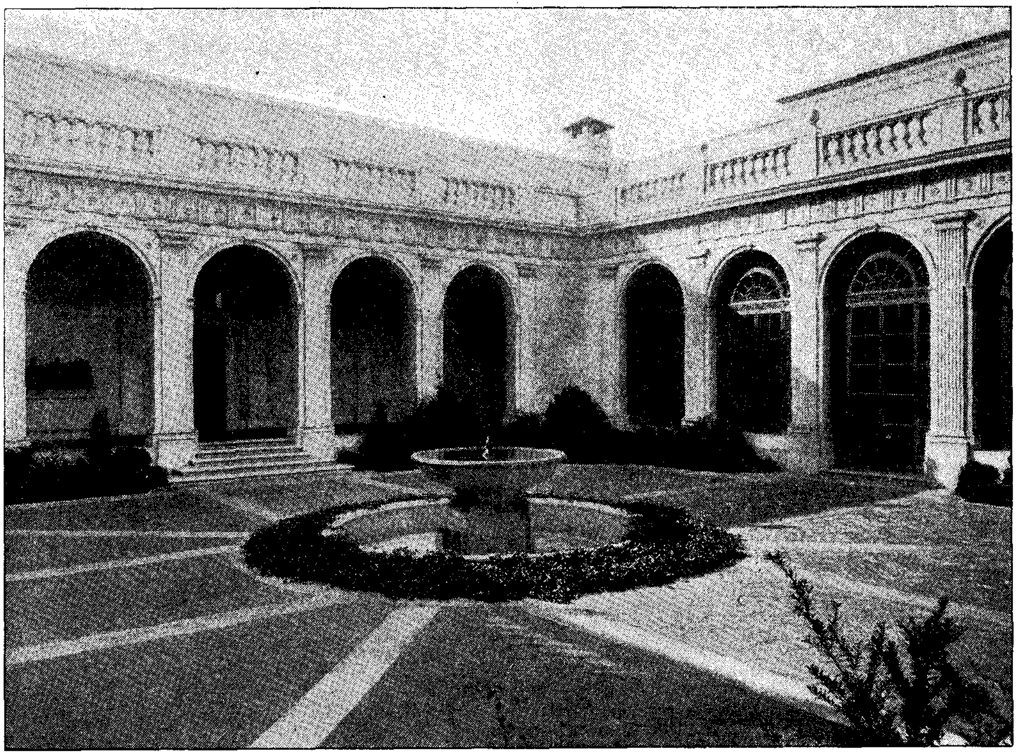
"On top of the manufacturing building, the impulses are amplified again, because they were weakened in their underground, submarine and air trip before they reached their first stop on their lengthy journey. By means of the station voice amplifier and of the intermediate modulator tube, the original electrical impulses picked up on the stage of the opera house are magnified so that they can now be supplied to the five powerful modulator tubes, of 250 watt-rating each. This energy, which is perfectly modulated, goes to the oscillator tubes. These four tubes supply 1,000 watts of power directly into the radiating system. Direct communication by telephone with the announcer in the theater is useful for an exchange of information on adjustments on both ends which will result in perfect broadcasting of the subject."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THE NEW FREER GALLERY AS A TEST OF TASTE

PERHAPS A TEST of the gratitude of republics, something they are supposed not to have, will be afforded by the Freer Gallery of Art, recently opened in Washington. Charles Freer, of Detroit, gathered his art collection for his own pleasure, but when he considered what was to come of it, he decided to give it to the nation, and also provided that an adequate home for it should be built at the nation's capital. Whistler is the deity of the whole show.



Illustrations by courtesy of the Freer Gallery of Art, Washington, D. C.

SOME PRECIOUS ELEMENTS OF LIGHT, AIR AND COLOR

Brought into play by designing the rooms of the Freer Gallery around this central court.

There are cavilings from Boston, for instance, on the question of Whistler's eminence in comparison with Sargent, and consequently his right to the place accorded him. Then there are complaints from other sources that the best of Whistler is not represented here, especially his work in portraiture. In addition we are led a step further and shown that from the standard now prevailing, Mr. Freer's choices do not measure up to the tests required of a collection representing a great benevolence and a distinguished connoisseurship. Of course, these advancements are perhaps not more than the fringe of the web of laudation to be expected over a really fine act of public generosity. Most of the anonymous newspaper comment is of a laudatory nature, and it stands as a reecho of what has been published since 1904 when Mr. Freer first made his offer to the United States Government. The collections passed into the nation's possession on Mr. Freer's death in 1919. They are described in one of our "typewritten" issues, dated October 18; and their contents are well-known from frequent publicity. The "news" of the present story, however, concerns the building designed by the architect, Charles A. Platt, of which Mr. Cortissoz writes with his accustomed luminosity in the New York *Tribune*. Thus:

"Platt designed the building from within outward. Prevailing climatic conditions in Washington gave him an inspiring point of departure, playing into his hands. His plan developed around a central court, with an arched corridor intervening between it and the exhibition rooms. This at once did away with the frigidity so characteristic of museums. It brought into the scheme precious elements of light, air and color. One is constantly aware of the green things in the court, the big fountain in the center that wakes a memory of the great flat bowl on the Pincian, and the influence of a bland sky is always there. Mr. Lodge has added two or three peacocks to the picture. They delightfully enrich its warm, intimate character. The visitor must be aware of the court the moment he enters, and its friendliness remains near him. Externally the museum has a certain severity, as befits a monumental edifice, tho the arches and pilasters of the main entrance and the balustrade running around the low roof considerably lighten the effect. A similar influence is exerted, too, by the manner in which the masonry has been treated. The surface is neither too rough nor too smooth. A heavier rustication might have caused the walls to resemble those of a fortress. As they stand they have all the weight they need, but leave the façade with the grace and charm belonging to one dedicated to the arts."

The museum is organized on the Japanese plan of a little at a time, with reserves for successive showings, and private rooms for students. Mr. Cortissoz continues:

"The exhibition rooms opening off the corridor aforesaid leave an altogether satisfactory impression. One observes first the perfection of the illumination that falls from the skylights, then the excellent proportions of the galleries—never too large or too high—and then, perhaps most cheering, the absence of superfluous moldings and other decorations. A positively ascetic simplicity rules throughout. The exhibits are the thing; there is nothing to distract attention from them. Alone in the painting-rooms some delicate paneling in the frieze is just touched with gold, relieving the gray tone that covers the walls. The heating contrivance is out of sight, and the only furniture consists of a few oak settees. Such objects as must be shown in glass cases are set upon bases of walnut, not too dark. We remember how Freer studied with Platt all questions of material. He would have rejoiced, we fancy, in the floor. It is of particles of black Belgian marble, set in a brownish cement. It is comfortable to walk on, and it makes one of the handsomest floors we ever saw.

"If Freer would have been happy over the framework supplied for his collections, he would have been equally happy over the arrangements made in the basement for the care of such objects as must take their turn in storage. The American paintings thus withheld from public view at the moment are hung on meshed screens of metal, easily pulled in and out, which give these works of art all the benefit of light and air. The Oriental material is stored in great cabinets in the study rooms provided for research. These study rooms, already containing the nucleus of a library which will be energetically developed, are enough to fill the writing man with wistful thoughts. They invite him to luxurious convenience; again the light is abundant and the quietude is by itself inspiring. They are down-stairs, on the administrative floor, whose windows make the only openings in the façades apart from the entrances. A lecture-hall is there, with numerous other rooms. Nothing is forgotten, and the whole fabric is ready on the opening day for the expert to go to work in it if he wishes. How Freer would have loved the artistic finish and rightness of it all!"

The dissentient voice mentioned first is Mr. John R. M. Taylor, writing in the Boston *Transcript*.

"A man-in-the-street visiting the collection hazards the guess that Mr. Freer was first attracted by Whistler's works, as so many are, and then, from acquiring them, grew to see eye to eye with their creator and passed on to the collection of works which Whistler would have approved; works in the general eservoir of tendency from which the stream of his art flowed; springs perhaps, whose waters united into the river called Whistler—that is, if you can call it a river. There are those of us who doubt whether it is a river, and those doubts will persist n spite of the loud worshiping of his hierophants. We are gnorant mere dwellers in the market-place, but it may be ubmitted, with all humility, that it is our contributions which permit the priests to continue their rites.

"We are modest, however, and bow our heads when we are authoritatively assured that we know nothing whatever about the mysteries, and that our declaration that we know at least what we like is simply the most convincing possible proof of our abysmal ignorance. Great artist as he was, he did not have the unfailing technical skill which enables, say, Sargent to express exactly what he wants. Whether it is worth expressing or not, is quite another matter. Whistler seems rather like a man striking a flint. Often, very often, there is no spark, but then when it comes, it is dazzling. The Freer Collection enables the mere casual person who likes art, without being indoctrinated in its principles, to see this."

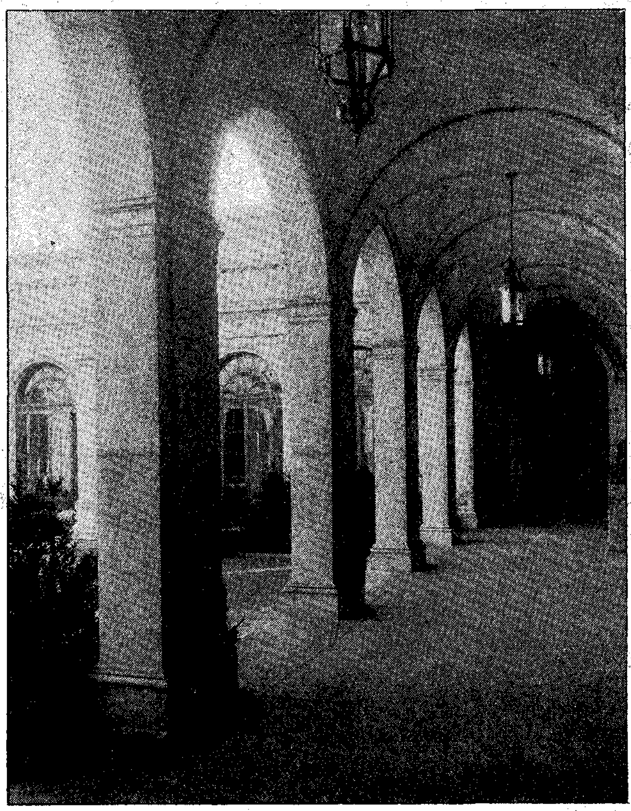
The museum holds the "Peacock Room," besides fifty-three paintings in oil by Whistler, forty-four pastels, drawings and water-colors, with many etchings, lithographs, wood-engravings. Mr. Pennell, writing in the New York *Times*, speaks of "Freer's collection of Whistler's portraits as more notable for the examples of portraiture he did not get than for those he has got." Mr. Pennell writes in his customary manner, giving a free account of his personal dislike for Freer, and adding:

"Freer will disappear in a few years—even the name Freer Gallery may disappear—but the collection he made will be acknowledged as a great asset to the country, for all students and lovers of Whistler must now go to Washington. The intelligent art lovers who come will stay long and spend lavishly—art pays. Freer's collection of Whistler's prints, etchings and lithographs is the most complete in the world, and tho he did little to aid and much to prevent, during his lifetime, students from consulting it, it is now free to them—or I suppose it will be.

"Freer's personal likes and dislikes influenced, at any rate, his Whistler collection disastrously. He might have had almost anything in painting, for before his death the desire to unload for a profit—now the profit was to be had—took possession of all Whistler owners in Great Britain, from Edward VII up, or down, and most of the pictures were offered Freer. But there was—I was in it—no accounting for his likes and dislikes, his whims and his notions. . . .

"But tho Freer bought the portrait of Leyland, he refused to buy—this I am told—the far better Mrs. Leyland, now in the Frick collection. Had he bought Mrs. Leyland and the water-colors and pastels of the Leyland children and the 'Gold Seal,' now in San Francisco, the caricature of Leyland, his record of the history of the Peacock Room and its owner would have been complete. On the other hand, Freer did buy the Deux Projets, decorative panels, things of supreme beauty, also to be used as decorations, but never finished. He also, for reasons, no reasonable persons could reason out, refused—and this I heard from the owner—Whistler's portrait of himself, the best by far, with the paint brushes, and took a nocturne from the McCulloch collection, more or less a replica of one he had already. His refusal to buy the oils of the artist's brother, Dr. Whistler, and of his lifelong friend, Luke Ionides, is easier to understand—he hated the owners, and Mr. Freer always allowed his hatreds to influence him. This would be of no importance if it were not that it prevents the collection really being complete, as it easily could have been."

Turn we finally to Henry McBride of the New York *Herald*, spokesman of the younger artists, to get perhaps what some of the future generations may think of it all:



INVITING REST AND MEDITATION

The corridor surrounding the inner court at the Freer Gallery.

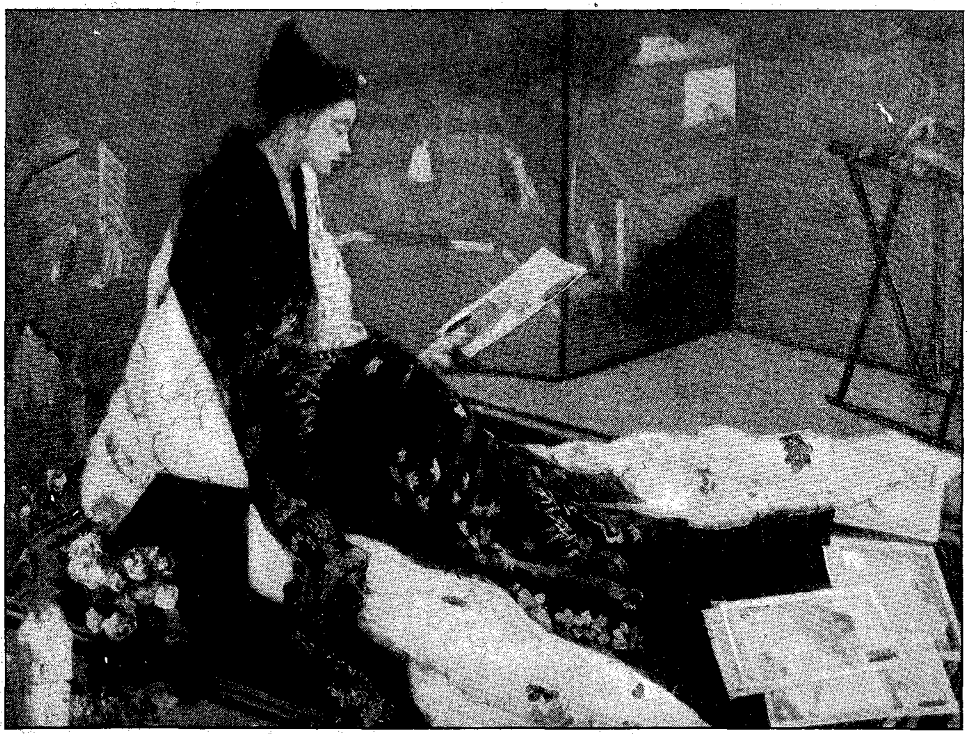
"Mr. John Ellerton Lodge, who acts as curator of the collection, thinks the Chinese jades and buddhistic bronzes are most distinguished. They indeed are, and bridal couples and other tourists might profit by contact with them. But will they? Chinese jades and buddhistic bronzes, I fear, are for the very few. So at first glance it appears that Mr. Freer spent a great, great many dollars, and succeeded only, as far as the general public is concerned, in fetching home from abroad a choice set of works by the wilful Whistler.

"This is something to have done and something the public that philanthropists strive to aid will appreciate. But evidently Mr. Freer thought he was doing ever so much more. He thought he was assembling a truly representative group of American paintings, paintings that not only stood for our ideals but that linked up in an appreciable way with the work of the Orientals. 'From the West he acquired principally American paintings by men inheritors of European traditions,' to quote the catalog introduction, 'in whose work he found qualities and tendencies sympathetic with those of earlier painters in China and Japan.'

"This will provoke an indulgent smile when it is seen that the Americans thus juxtaposed with the Chinese include, besides Whistler, T. W. Dewing, D. W. Tryon, J. F. Murphy, C. A. Platt, Abbott Thayer, John S. Sargent and John H. Twachtman. Dewing, Tryon and Thayer are plentifully represented, but their works have such a ghastly thinness and hollowness to him who has just come in from the Chinese rooms that the average museum director will almost sigh with relief not to have been burdened with them—even at the cost of losing the desirable Whistlers and the wonderful jades."

DAVISON SCHOLARS TO RECIPROCATE RHODES

THE RHODES SCHOLARSHIPS have developed in their twenty years or so a body of Americans who are supposed to know England better. Young Englishmen need a first-hand knowledge of America as well as vice versa. Now Mrs. Henry P. Davison has established, in her husband's memory, six scholarships of one year's tenure, for the attendance of three Oxford and three Cambridge men at Yale, Harvard, or Princeton, as they may elect. "It is desirable that young Englishmen of superior intelligence should think well of our country as well as that Americans should think well of England," says the Pittsburgh *Post*, and this consummation is confidently expected to flow from Mrs. Davison's act. This confidence is expresst by many journals, the New York *Tribune* saying:



WHISTLER'S "THE GOLD SCREEN"

One of the masterpieces of the greatest assembly of the art of Whistler now housed in the Freer Gallery.

> "The great value of having even these few exchange students lies in the fact that, in the impressionable period of their lives, they will seriously and thoroughly study the land in which they are domiciled and enter into the fullest possible comprehension of its real spirit and genius, and thereafter in their own lands be enduring centers of influence for accurate information and just appreciation. There could be scarcely anything more auspicious of good-will and peace among the nations than a wide extension of systems similar to the Rhodes and Davison scholarships among the lands of earth."

The one-sidedness of the arrangement as it stands at present does not escape comment. Europe has and always has had a great many more students from America than they have sent us, the New York *Times* thinks, because "too little has been done to attract students to the United States." Nor has the Davison scheme exhausted the possibilities inherent in this interchange, as *The Evening Post* points out:

> "There is no reason why this application of the Rhodes idea should end with the Davison scholarships. On the contrary, a secondary value of these scholarships may well be the stimulation of other memorials carrying the plan still further. One year at Harvard, Yale, or Princeton for half a dozen young Englishmen is excellent, but far from exhausting the possibilities of this kind, it merely opens the door. Let us have other funds which shall encourage British students who are not from Oxford or Cambridge to spend two or three years at some of our leading Western universities or technical schools. A Britisher who went all the way to the Pacific coast for three years at the University of California or Leland Stanford might properly claim to know something about this country. In fact, he would know more than some Americans."

Eastern opinion is thus quite unanimous. The less obvious comment may be noted in some of the papers of less intimate touch with Europe. As for instance, the Louisville *Post:*

> "A shrewd guess would be that the sons of the more prominent English families will prefer in the future, as in the past, to go to their own universities. But there are plenty of ambitious, intelligent boys in England who would grab at the chance to get an education in this way. Some of them might go back to England to live; a majority would probably decide to remain on this side. In any event we may all applaud Mrs. Davison's decision."

The Detroit *News* sees even the Rhodes Scholarships as less productive of international amity than was expected:

> "Those who prophesy that the Davison scholars through their broadened view-point will cause world affairs to do a somersault are somewhat enthusiastic. The fact is that Mrs. Davison, like Cecil Rhodes, has done a fine and noble act. She has afforded an opportunity for a few outstanding scholars to see the world. If they happen to be good mixers they will have a wonderful time with the grads and undergrads at the Eastern universities. They may be able to understand American styles in football, and possibly once in a blue moon one will understand baseball, as often perhaps as the Rhodes scholars get to be good cricket players. But so far as bridging whatever chasm may exist between the American and British peoples, there is no occasion for excitement."

In cordial vein the London *Times* welcomes the endowments for its young fellow countrymen in the name of all "who realize the immense importance of a good understanding between Great Britain and the United States." The English point of view is probably well exprest here, the gesture being credited to Mr. Davison:

> "The scholarships will be nominally for one year, and all the expenses, residential and traveling, of the scholars will be defrayed. The practical details on this side are, we understand, now being worked out by the committees, and there ought to be no difficulty in making suitable appointments among bachelors in their first year after graduation. How far it may be possible or desirable, except in rare instances, to give the scholarships to undergraduates may be doubted. The more eligible generally an undergraduate is likely to be for election the less probable it is that he will be able or disposed to interrupt his University course. But among the latest graduates there should be an abundance of first-rate material to choose from. It may perhaps be assumed, from the nature of Mr. Davison's wishes, that the strictly academic pursuits of his scholars in America will be of less importance than the opportunities they will have of getting to know American institutions or American culture at first hand in the society to which they will be introduced. Universities always have something better to teach than mere book learning or laboratory work; and the scholars will, it is to be hoped, bring to Harvard, Yale, and Princeton, and carry away from them, many things more precious than erudition. Rhodes demanded that his scholars should be all-round men, and by the terms of the trust Mr. Davison's are required to be the same."

PASSING OFF KIPLING AS HEMON

"OF THE DEAD NOTHING BUT THE GOOD" is an old-time maxim not respected to-day. Perhaps a higher law protecting the integrity of letters leads a 'renchman, G. Chenneviere, to reveal a seeming plagiarism of ,hich the late novelist Louis Hémon is held guilty. Hémon, he author of "Marie Chapdelaine" which sold in France 00,000 copies and appeared here in an English ıanslation, published posthumously in the February issue of the *Révue de France* three stories that ·em to be adaptations of Kipling. Their titles re "The Last Night," "The Old Woman," and Youth's Pride." A note informs the reader that he "qualities that made 'Marie Chapdelaine' a ıccess, together with a strength and boldness not ɔ be found in that book, here bring the author very lose to Kipling and de Maupassant." So close to he former, in fact, that Mr. Chenneviere, writing in *'Humanité* (Paris), heads his article: "Kipling 'oming and Going." Of course it is just possible ıat Hémon was trying his hand at translation, nd the fault, if any, is chargeable to his literary xecutor who did not publish them as such. But to ıke up the matter as Mr. Chenneviere sees it:

"The parallel was of course unexpected, but we ıust confess that having read his third story, 'outh's Pride,' one has the impression that it is osely related to Kipling; and what is 'stronger' ıd 'bolder' in this matter is that . . . but let us oceed calmly.

"If we open Kipling's book entitled 'On the City's 'all' (translated by Louis Fabulet, published by ıe *Mercure de France*), on page 321 we find: 'En ein orgueil de Jeunesse' ('In the pride of his youth') ıe two titles are strangely similar, but let us proceed:

"*Dicky Hatt fût enlevé dès sa toute première unesse, non pas par la fille de son propriétaire, par ne femme de chambre, une barmaid, ou une cuisinière, ais par une jeune fille dont la condition se rapprochait ce point de la sienne que seule une femme se fût perçue de la distance infime qui l'en séparait. Cela passait un mois avant qu'il ne vint dans l'Inde, et nq jours après le vingt-et-unième anniversaire de sa aissance. . . .*"

"'Dicky Hatt was kidnaped in his early, early outh—neither by landlady's daughter, housemaid, armaid nor cook, but by a girl so nearly of his wn caste that only a woman could have said she 'as just the least little bit in the world below it. 'his happened a month before he came out to India, nd five days after his one and twentieth birthday.' . . [As it is in Kipling.]

"Let us go back now to the story published in the *Revue de 'rance* under Louis Hémon's name.

"'*Dicky Hatt fût capturé, dans sa prime jeunesse, non point ar la fille de son propriétaire, ni par une femme de chambre, fille 'auberge ou cuisinière, mais par une jeune fille qui était si près 'être de sa propre caste qu'une femme seule aurait pu discerner u'elle était le moins du monde au-dessous. Cela se passa un ıois avant son départ pour l'Inde, et cinq jours après son vingt-et-nième anniversaire.*'

"'Dicky Hatt was captured in his prime, not by his landlord's aughter, a chambermaid, a tavern girl or a cook, but by a girl 'ho was so near to belonging to his own caste, that only a 'oman would have felt that her position was slightly inferior. 'his happened one month before his departure for India and ve days after his twenty-first birthday.'

"Is it not strange? It looks like the same original text dif-erently translated.

"Let us compare every sentence. We thus read in Kipling:

"'*Chaque mois il adressait en Angleterre tout ce qu'il lui était ıossible d'économiser pour sa femme—et pour une autre raison u'il allait s'expliquer bientôt et demandait encore plus d'argent.*'

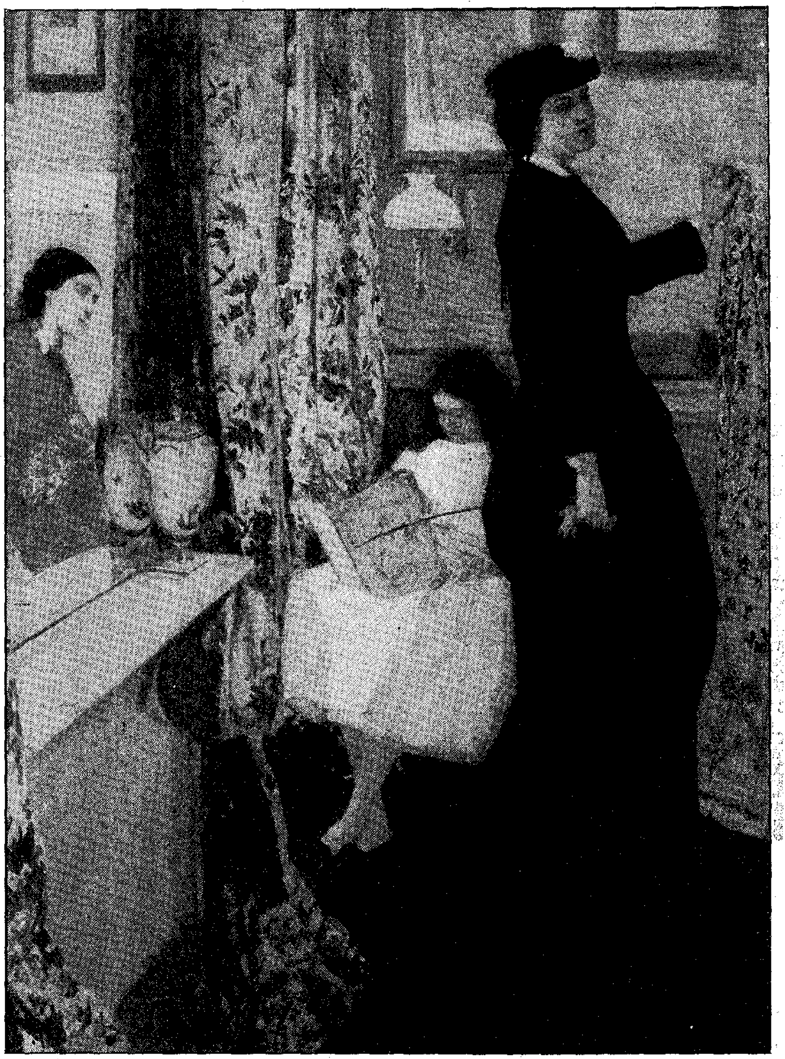
"'Every month he sent home all he could possibly spare for is wife and for another reason which was expected to explain tself shortly, and would require more money.'

"The same sentence in Hémon's novel reads:

"'*Chaque mois, il envoyait en Angleterre tout ce qu'il pouvait mettre de côté pour sa femme, et pour une autre raison qui devait faire son apparition sous peu et nécessitait encore plus d'argent.*'

"'He remitted to England every month all he could save for his wife and for another reason which was to become known soon and required more money.'"

"Are you convinced? Let us see how the novel ends:



"THE MUSIC-ROOM"

Mr. Freer was fortunate enough to begin in time, when "Whistlers" did not bring a fortune each, and has made a shrine for Whistler lovers of all time.

"'— *Je suis las de travailler. Me voici un vieil homme. C'est le moment de se retirer. Et je vais le faire.*'

"'—*Le jeune homme est fou,' dit le chef.*

"'*Je crois qu'il avait raison; mais Dicky Hatt ne reparut jamais pour trancher la question.*' (Kipling, trad. Fabulet.)

"'I'm tired of work. I am an old man now. It's about time I retired. And I will.'

"'The boy's mad,' said the Head.

"I think he was right, but Dicky Hatt never reappeared to settle the question." (Kipling.)

"'—*Je suis las de travailler. Je suis vieux maintenant. Il se fait temps que je m'en aille, et je m'en vais.*'

"'—*Il est fou, ce garçon,' dit le directeur.*

"'*Je crois bien qu'il avait raison. Mais Dicky Hatt ne reparut jamais pour trancher la question.*'" (Louis Hémon.)

"'I am tired of working. I am old now. It is time for me to go and I am going.'

"'What a crazy young man,' said the director.

"'I am quite sure he was right. But Dicky Hatt never came back to settle the matter.' (Hémon.)

"Are you sure now? Louis Hémon's story is but *a translation* of Kipling's. Why, then, did they publish it in the *Revue de France*, under Hémon's signature? Is the latter to be made responsible? Is it Mr. Bernard Grasset's fault?"

RELIGION-AND-SOCIAL-SERVICE

REVAMPING THE BIBLE

BRINGING THE BIBLE "UP TO DATE" by phrasing it "in the light of the twentieth century" is the ambitious project of the Tyson Lectureship Foundation, Inc., which has been organized under the laws of the State of New York "to make accessible to men and women in general the results of the research of modern scholars into the origins of the Christian religion and its interpretation, and particularly in regard to the Bible." The plan, we are assured, is a sincere effort to help those who are "hungry for guidance," but have no present means of reconciling Christian faith with the known facts of modern science. Fundamentalists, of course, are not expected to pronounce a blessing on this modernistic movement, and already there are satirical sallies from some of those who prefer the Bible as it is, from Genesis to Revelation. Some misunderstanding may have been caused, however, by a report sent out from New York. This report makes it appear, for instance, "that without a qualm," the Rev. Stuart L. Tyson "wiped out the first books of the Bible," that he "regarded the Revelation of St. John as worthless," that "a great deal of Christian prayer was valueless," etc., etc. To his great indignation, says Dr. Tyson in a statement published in *The Churchman* (Episcopal) he has learned that this report "had been syndicated by some one and sent out to the press of the entire United States." "It seems to me," he goes on, "that this sort of journalism is outrageous and that some means should be found whereby it can be prevented." As to what he did say to the reporter who interviewed him, Dr. Tyson writes: "I told him that our work was to be strictly constructive; that people were not interested in what clergymen did not believe, and our whole purpose was to endeavor to make the Christian religion more real and vital to men and women of to-day."

DISCARDING OLD BELIEFS

Dr. Stuart L. Tyson will tour the country to teach the perplexed the modern interpretation of the Bible.

The decision to take this important step was reached at a meeting of clergy, scholars and laity in the private library of J. P. Morgan in New York. Officers were elected, an executive committee was named, and a tour by Dr. Tyson, who is honorary vicar of the Cathedral of St. John the Divine and reputed an eloquent speaker, was arranged. The idea and intentions of the movement are set forth in an official statement, of which we quote the following from the New York *Tribune:*

> "The conception of the Bible as a single inerrant volume equally inspired by the spirit of God and altogether consistent and harmonious with every other portion, is an unfortunate inheritance from medieval Europe, which makes it impossible for a great many people to understand it at all, but modern, critical and historical research has given us back our Bible.
>
> "It is no longer an impossible book full of moral and intellectual stumbling-blocks, but an orderly record of progressive revelation, charged with vital meaning in our religious, social and political problems to-day. It is our aim to make this more generally known.
>
> "We think the time is right. The old order has passed away, and with it much of the traditional theology which we received as an inheritance from medieval Europe. On the other han man is as 'incurably religious' as in former days, and is eage asking for a faith which shall be at once consonant with reaso and verifiable in experience."

In heartily commending this statement, *The Churchma* reflects that—

> "Dr. Tyson's experience has shown that there are in eve parish people who are perplexed and haunted by a fear th their Christian faith can not stand the test of present-da knowledge in the realm of science an psychology. They are hungry for guidance but frequently enough they are people wh never discuss their perplexities with th rectors. And all too frequently such peo are quietly withdrawing from the Chur either to lose all interest in things religio or to follow after some cult that at le pretends to be 'modern' and to have t word of life.
>
> "Every clergyman who fails to face thes facts, and who fails to do something to giv his people the truth that has been reveale through the self-sacrificing labors of schola throughout the world, is doing a definit disservice to his Church and to Christianity Especially he is failing in a grave responsibility to our young people."

But the new interpretation meets with sympathy from some of our secular pape which express their abhorrence of it i sarcastic vein. These "unbelievers," as t Providence *News* characterizes the men a women in the Tyson Foundation, are by that paper to be "seeking salvatio themselves and others, but fear they can get it unless the story of Adam and Eve b written out of Bible history and Noah adventures be fitted to the captious though of the new builders." "The prevalent cra for expurgation and predigestion of t printed page so that it will contain only milk for babes," remarks the Detroit *Fre Press*, "could scarcely be expected to stop short of a move t 'improve' and simplify the Bible for the benefit of flabby brai and the intellectually lazy."

> "While the Tyson people may produce something tha will arouse enough curiosity to create a passing fad, there is no human probability that they will in the least shake th positions of either the King James or Douay versions of th Bible. Not even the Revised Version was able to do that. I deed the very fact that expurgation and re-editing is announce will have a tendency to send to the regular translations, peopl who otherwise might never think of reading the Bible in an form."

Among the officers of the Tyson Foundation are Sanford Robinson, president; the Rev. Dr. A. G. Cummins, editor of *The Chronicle* (Episcopal), vice-president; Dr. Tyson, treasurer; and Bishop Herbert Shipman, Justice Edward R. Finch, of the Appellate Division of the Supreme Court of New York State; Frank L. Polk, Under Secretary of State in President Wilson's cabinet; George Gordon Battle; Bishop Edmund S. Rousmaniere; Major-General Bullard, U. S. A.; and the Rev. Roland C. Smith, President of the Modern Churchman's Union.

WHY LABOR DISLIKES THE CHURCH

SPATS AND CREASED TROUSERS catch the Church's eye almost to the exclusion of brogans and blue denim, say a number of labor leaders in candidly explaining why he churches sometimes make them "sick at the stomach." "The hurch is not for workers, but for business men and employers," ys one. "If you don't believe me, look at the names of the ard of trustees of any big church in this city. You will find em filled with bankers and Rotarians and Chamber of Com-nerce magnates, but you won't find a single representative of he men who sweat for their daily bread." This was the frank tatement of a labor executive to Albert F. Coyle, editor of *he Locomotive Engineers' Journal* (Cleveland), who writes in e New York *Christian Advocate* (Methodist) on "What Labor hinks of the Church." His article is described as "a plain tatement by a friend of the Church who has an unusual opporunity to know the attitude of labor." Mr. oyle says that he made it a point to ask a umber of representative men, occupying sitions of trust in the labor movement, ust what they thought of the Church. None the replies was complimentary, and, in ct, Mr. Coyle himself thinks that the abor unions are more closely approximating he teachings of Christ than are the hurches. One labor leader he interviewed hot this back at him: "It will take me bout thirty seconds to tell you what I think bout the Church. I don't think very nuch about it, because the Church doesn't hink very much about us." This man, we e told, was raised in a good Methodist me in the Middle West, and even now etains a nominal church membership. But he has lost all interest in the Church mply because the ministers of the Church h whom he has come in personal contact exhibited no interest in those problems economic and social justice to the solution f which he is unselfishly devoting his life."

Taking occasion to notice the names of he official board at the Methodist Church here he chanced to worship the Sunday efore he wrote the article, Mr. Coyle saw that "the only two members whose occupations were mentioned had after them the ames of two of the largest banks of the city. heir names stood out like an investment assurance to the ublic that the official board of that church is dominated by big ankers." But he wishes not to be misunderstood. "There is no reason why a banker should not be just as good a church member as a ditchdigger, tho the Master Himself said it is a much more difficult task for the rich man to be a consistent Christian. But when a church openly displays its close connection with the source of money and money power, it invites the very suspicion and criticism which this labor executive express." A third union officer used to go to church when he was a boy living in the country. When he moved to town he "found out that the city church has no use for the man who wears overalls." He was "frozen out" once, and went back a second time. Then, he says, "I heard an intellectual sermon, saw a lot of well-drest people, and never got one friendly word as I walked out of the door." An international executive said to Mr. Coyle: "I was baptized and raised in a Protestant family, but I haven't much use for the Protestant Church to-day, because it has got too far away from the common people."

FOR THE MAN IN OVERALLS

Albert F. Coyle, a labor leader who believes that the Unions are practising the Christian law of service more closely than the churches.

Mutual acquaintance and understanding would improve the relations between the Church and labor, says Mr. Coyle, and, he asks, "is it not the duty of the Church to meet the workers a generous half-way?" Many of the ministers, we are told, do not exert themselves to know the workingman, and then wonder why the workingman does not know them and want to hear them preach. Utterance from the pulpit and through the newspapers will have little or no effect on the workingmen. What they need is more personal relationship, and Mr. Coyle goes on:

"Indeed, I ask you to consider whether the labor unions are not doing more than are the churches to achieve the principles of true Christianity. I take it that the three cardinal tenets of our Christian religion are the matchless worth of human personality, the creation of a universal human brotherhood, and the supremacy of the law of service. I ask you solemnly whether the Church or the labor union is doing more to safeguard and ennoble human personality by demanding a living wage for all producers, by protecting child labor and safeguarding women in industry, by striving to abolish the twelve-hour day?

"Secondly, are the labor unions or the churches doing most to promote brotherhood? Are the churches speaking out as they should against an economic system which denies to thousands of human beings made in the image of the Creator the chance to develop and grow more and more like sons of God?

"Finally, I think you will find that the labor unions are also doing more than the churches to put into practise the Christian law of service in every-day life.

"'By their fruits ye shall know them.' And these people who are heavy laden are giving their devoted allegiance to the labor union rather than to the Church because the former is actually concerned with their welfare and happiness and is energetically doing something to lift the burdens from their shoulders so that they may have life more abundantly."

What can the Church do to prove its sincere interest in the workingman? Mr. Coyle suggests four steps which seem to him fundamental if the Carpenter of Nazareth is really to remain the head of the Christian Church:

"First, there must be a new spirit and consecration to service, new interest in and devotion to the welfare of common ordinary people. Secondly, develop real fellowship within your church—the sort of fellowship which will satisfy the souls of hungry, lonesome men. The early Christian communities from which the Christian Church arose were just such fellowships. The common people flocked to them, not to hear some great man preach, or even to listen to inspiring music, but because there was a fraternal quality of life, an association of men on the basis of mutual helpfulness, an ennobling, stimulating fellowship which beamed like the morning star through the sordid selfishness and greed of the pagan world.

"In the third place, know as much about the men who work with their hands as those who work with their brains, or those who do not work at all. Cultivate the acquaintance of the best labor leaders in your community. Have them represented on your official board, and see that some clergyman of your city is delegated to represent you on the Central Labor Council. Read at least one good labor paper with a national outlook.

"In the fourth place, use your influence to see that the theological seminaries acquaint ministerial students with the basic facts and problems which confront industry and labor.

"The Church is only an instrument; it is not an end in itself. It is the pathway to divine life and happiness; it is not the main goal. The Christ ideal of a God of justice and a world of brotherly minded men is bound to be achieved by some instrument of God's will. If the Church fails, then the Almighty will find some other means."

SALVATION THROUGH PLAY

IF "ALL WORK AND NO PLAY makes Jack a dull boy," then, as the Los Angeles *Times* points out, "there need be no dull Jacks or Jills in America through lack of opportunities for recreation or scarcity of playgrounds. At no other time, in no other country has public provision for brightening the leisure hours of the people been so varied or so complete." Dividends of health and improved morals, as well as of happiness, have resulted from this fortunate investment, according to the National Playground and Recreation Association of America, which further informs us in its annual report for 1922 that under the influence of municipal playgrounds child crime and delinquencies are being materially reduced. In St. Louis, for instance, we are told, a decrease of seventy-five per cent. in the number of juvenile court cases was reported in a single district after the establishment of a playground. According to the manager of the Edison Light Company of Duluth, breakages of street electric lights on Hallowe'en dropt thirty-seven per cent. as compared with the year before, because of the municipal Hallowe'en program. In the St. Paul playground directors saved seventy-five boys from going to the reformatory and from repeating their offenses. The decrease in delinquency reported in Yakima, Washington, was fifty per cent. As a result of a Passaic, New Jersey, recreation hall, where sixty-eight basketball teams have their games, we are told again, the judge of the juvenile court is seriously considering "closing up shop" because of the small number of delinquents.

By courtesy of "The Playground," Cooperstown, N. Y.

NO RECRUITS FOR THE JUVENILE COURT HERE

Oakland's municipal camp in the high Sierras offers an example of how a city can reduce delinquency and prevent future criminals by giving its children healthful recreation.

"Every year, regardless of ups and downs in business conditions and in world affairs," says Dr. John H. Finley, first vice-president of the Association, "more money is being spent in providing people with play." A national inquiry sent out by the Association shows that 472 cities spent an aggregate of $9,317,048.79, in 1922, or a gain of nearly $500,000 over the year before. Chicago spent more than $1,500,000 for municipal recreation New York appropriated more than $408,000; Philadelphia more than $811,000, and Detroit put $535,000 in its 1922 budget for play, nearly $200,000 more than in 1921. Such cities says Dr. Finley, "see clearly the returns in health and good citizenship that come from a wise expenditure for supervised play."

A big advantage of public recreation, in addition to its benefits in health and citizenship, according to Dr. Finley, is that it i cheaper than any other kind. Detroit, we are told, estimates that its many-sided program of recreation costs annually a little more than two cents per capita The Community Service Committee of Cincinnati estimates seven cents as the per capita cost of the activities conducted in that city. "These costs are extremely low compared with the estimated per capita expenditure of American people for commercial amusements, which is $6.54

A particularly constructive part of the Association's field work we are told, lies in helping States and municipalities to pass bills permitting the establishment of recreation systems. In 1922 New York passed an amendment to its recreation law empowering counties to establish boards of recreation, and towns and villages to combine to conduct recreational programs. Des Moines was assisted in securing a law permitting a playground commission. Requests for advice and assistance pour into the Association's headquarters office in New York. Here is an example of an appeal so moving as to be worth quoting in full:

"I am a little country school teacher, teaching in one of the most backward sections of Florida; have never played any athletic games; in fact, have only seen a few games of basketball so know nothing at all about such things. But I want to interest my children in athletics. We have a baseball diamond fixt, and the children play with bat and ball, but they do not know how.

"We are also fixing a basketball court, have ordered balls goals, etc. I have secured rule-books, but I can't understand them well enough to teach the game. The children have never seen a game, nor the grown-ups, either.

"A high-school principal advised me to write to you and explain my plight, and said he was sure you could help me I am very anxious that my children have a better chance than I had to learn those things. They do not know how to play are full of malaria and hook-worm, but I am trying to teach them that to be well is much more interesting, to others especially, than being ill.

"I have thirty-five children, ranging in age from six to sixteen but our average attendance is about twenty, 'ague' being principally the cause of poor attendance. But I think if I can get them interested in something, they will make a greater effort to get well and do better.

"Please give me information regarding badge tests. Any help you can give me will be greatly appreciated."

Information and help were given at once, of course, for "one of the best things about the Association's work is that it enables remote communities to receive the benefit of the experience of towns all over the country and the advice of experts in the field of recreation."

CURRENT POETRY

Unsolicited contributions to this department cannot be returned.

TWO poems in the *University of California Chronicle* out of the six contributed by the same writer show a real poetic feeling and a strict economy of means that recommend them highly.

YOUTH SINGS

By Marian E. Wildman

There is not much in my youth's bright years,
Dancing with laughter, a-shimmer with tears,
That I have known;
No grandeur of passion, or heartbreak of death,
Only the dusk and the dawn-wind's breath,
These are my own.

Only the fragrance of fresh turned loam,
Smile of a comrade, and lights of home,
Sun on the sea;
Butterfly touch of a baby's hand,
Dawn of the spring in an ice-bound land,
These are for me.

These are the lyrics my heart has heard—
Wind in the poplars, call of a bird,
Flutter of wing.
Lest hurrying years should still my refrain,
Woven with petals and cadenced with rain,
Youth's song I sing!

HAVEN

By Marian E. Wildman

Over the marshlands, night—
Deep in the night, a star;
And, golden, your window light
Shining afar.

They say there are men who fight
For gold or for fame . . . How still
Is the star—how bright
Your lamp on the sill!

There are neat bits of criticism here, like nuts to crack; perhaps they can be bettered. John Macy is literary editor of *The Nation* and his couplets appear in *The Measure* (May):

COUPLETS IN CRITICISM

By John Macy

CHAUCER

"Whan that Aprille"—These five hundred years
Your April is twelve months of smiles and tears.

DICKENS

He violated every rule of art,
Except the feeling mind and thinking heart.

HARDY

When Tess and Jude knocked at the Heaven of Fate,
Ironic Pity opened wide the gate.

POPE

No poet? Calculated commonplace?
Ten razor blades in one neat couplet case!

WHITMAN

For you the couplet's dry rigidity
Dissolves in the immeasurable sea.

GOETHE

Eternal woman in a göttlich plan
Gave birth to him, an everlasting man.

BACON

Unriddle my mystery and you shall find
Philosophy and poetry combined.

DRYDEN

In verse the twilight of an elder age;
In prose the day-break of a modern page.

OSCAR WILDE

A delicate design that lay like lace
Upon the purple velvet of disgrace.

FRANCIS THOMPSON

The pursued and the pursuer. Life, turn round!
I, sceptic, am believer for that hound.

POE

O raven death that shrouds your luminous head!
Not you but your biographers are dead!

SHELLEY

He has a man's shape and the effectual wings
Of angels and like man and angel sings.

W. B. YEATS

Gray cloud puffs fringed with hindered light, and seas
That run in deep and shallow mysteries.

SWINBURNE

The sterile craters of the moon are bright
From a sunken sun, flame-god of lyric light.

BLAKE

How shall a wise man, babbling like a child,
Tame jungle tigers and make lambkins wild?

Pegasus comes from San Diego, which does not suggest skyscrapers. We who live in the cañons appreciate this:

TO A NEARLY COMPLETED SKYSCRAPER

By Challiss Silvay

Stretch your arms heaven-ward,
Nose up to the sky,
Cry out in anguish for full birth!
I know so well your desire
To rise above less fortunate fellows—
To call out
See! I am the last word
In the work of man—
I lift him closer to God!

You glutton for height!
He shall look down on you
And laugh at your absurdity!

Those who despise rhythm may pass this by, but many will thank the "Bowling Green" column of the New York *Evening Post* for its hospitality to these lines:

HYLAS, I HEAR YOU CALLING

By Pierre Vivante

Hylas, I hear you calling from the marshes,
Down where the water sparkles in the grasses,
Calling with the voices of a hundred fiddles
That Winter passes.

When I approach with noiseless footsteps, trying
To see whence comes the lovely orchestration,
Peering here and there, suddenly it ceases—
Not a vibration!

Then, after quiet waiting, recommences
The swelling symphony of Spring's magicians,
Violins played in couch-grass and celandins
By hid musicians.

Pleasant it is to hear your voice, O Hylas,
Arising thinly sweet when beaming Hesper
And the Pleiads rise, and young lambs are feeding,
And south winds whisper.

Still in the thrall of ever sleepless maidens,
Divine Eunica, Nychea and Malis,
The Argive boy is heard if one will listen
Beside the chalice.

Auburn-haired Hylas, waking all the marshlands
With your clear call across the thickets ringing
So near at hand, yet seemingly so far off—
Ah, sweet your singing!

Fifty years does not always bring the impulse to join in a "minuet" such as in a poem quoted a few weeks ago we surprized Santayana. Yet we suspect that Mr. Burt, who contributes this to the Boston *Transcript* has fewer years to account for.

FIFTY YEARS

Maxwell Struthers Burt

Fifty years spent before I found me.
Wind on my mouth and the taste of the rain,
Where the great hills circled and swept around me
And the torrents leapt to the mist-drenched plain;
Ah, it was long this coming of me,
Back to the hills and the sounding sea.

Ye who can go when so it tideth
To fallow fields when the spring is new,
Finding the spirit that there abideth,
Taking fill of the sun and the dew;
Little ye know of the cross of the town
And the small pale folk who go up and down.

Fifty years spent, and what do they bring me?
Now I can buy the meadow and the hill:
Where is the heart of the boy to sing thee?
Where is the life for thy living to fill?
And thirty years back in a city crowd
Passed a girl when my heart cried loud!

Contemporary Verse (Philadelphia) excludes men from its May number, and its themes have a distinctly feminine appeal. There is something in the following besides mere dialect appeal. Its simple lyricism is touching:

SEEKIN'

By Louise Ayres Garnett

Seekin', Massa Jesus,
Seekin' fer ter fin' you,
Seekin' whar de hilltop's
Leanin' on de blue;
Seekin' in de valley
Whar de co'n am tosslin',
Hopin' fer ter see you
Walkin' in de dew.
Seekin', Massa Jesus,
Seekin' fer ter fin' you,
Seekin' in de nighttime,
Lighttime, too.

Seekin' in de riber
Whar de wabes am flowin',
Flowin' wid a music
All deir mighty own;
Seekin' in de whirlwin'
Sweepin' down f'om Jedgment;
Seekin' in de grabeya'd
Unnerneaf de stone.
Seekin', Massa Jesus,
Seekin' fer ter fin' you,
Seekin' in the nighttime,
Lighttime, too.

I'll know you, Massa Jesus,
W'en at las' I fin's you,
Know you by yer conternance
Reachin' thoo de gloam,
By yer trick o' lookin'
Lak ez ef you'd fotched me,
Fotched me back ter Heab'n
Whar I has a home.
Seekin', Massa Jesus,
Seekin' fer ter fin' you,
Seekin' in de nighttime,
Lighttime, too.

PERSONAL ▾ GLIMPSES

Courtesy of Louis A. Holman and the Boston "Evening Transcript"

BRIGANDS, CAPTURED BY GENERAL CHANG'S TROOPS, KNEELING TO BE SHOT

That military commander in the "Robber Land" south of Peking ordered the execution of more than 500 prisoners within a nine-month period, according to a traveler who once snapt the firing squad in action.

CHINA'S BOOMING BANDIT BUSINESS

IF PANCHO VILLA, erstwhile "bad man" of Mexico, is not too busy farming to keep in touch with current events, he may be casting surreptitious and envious glances across the Pacific toward far-off China, where sundry groups of outlaws are striving, with great success, to show the world a few tricks in banditry which are marked improvements over the cruder methods in use while Pancho was on the warpath, a few years ago. The robber gangs in the Oriental republic, like those formerly led by Villa and others in the Latin-American country, are recruited mostly from the ranks of unpaid soldiers, we are told.

China, however, seems to be more at the mercy of such marauders than Mexico ever was. Even the drastic penalty of beheading or execution by gunfire upon capture has failed to check the spread of brigandage. Our last issue discust the political and economic background for conditions which led to the derailing of the Shanghai-Peking express and the seizure of several Americans, other foreigners, and natives by bandits. From accounts by travelers who recently returned from the Orient, and from the personal-experience narratives by a few of the outlaws' prisoners who have managed to escape or to get into touch with the outside world at least, it is now possible to present some first-hand information on the practises of the robbers.

An article in the New York *Times* by Jackson Hines, who recently spent four months in that troubled country, sums up the situation by observing that "bandits in China are as common as beggars and the whole land swarms with both." More detailed but equally sweeping is the statement of an Associated Press dispatch that "banditry in six provinces, anti-Japanese riots in one province, Japanese boycotts in several of them, piracy on the southern coast and up the southern rivers, war in three provinces and warlike preparations in a fourth are outstanding problems of the last few weeks confronting the Chinese Government." To convey some idea of the disregard for law and order, even at the capital of the central government, Mr. Hines relates this incident:

> I was standing on the main street in Peking when President Li passed on a white charger. A Chinese of the lower order, idling on the curb, deliberately spat in the dust as the President went on, with eloquent if inelegant emphasis. A policeman standing in the road saw him, but instead of arresting the man, the two hobnobbed for some time, evidently discussing the President and the republic, condemning everything connected with both. That policeman had not been paid in four months. How he lived, nobody would be able to say. He was a likely recruit for any bandit leader who came along.

It is no wonder then that out in the provinces, the kidnaping of passengers from the main rail highways of China has become almost commonplace. This writer goes on to say:

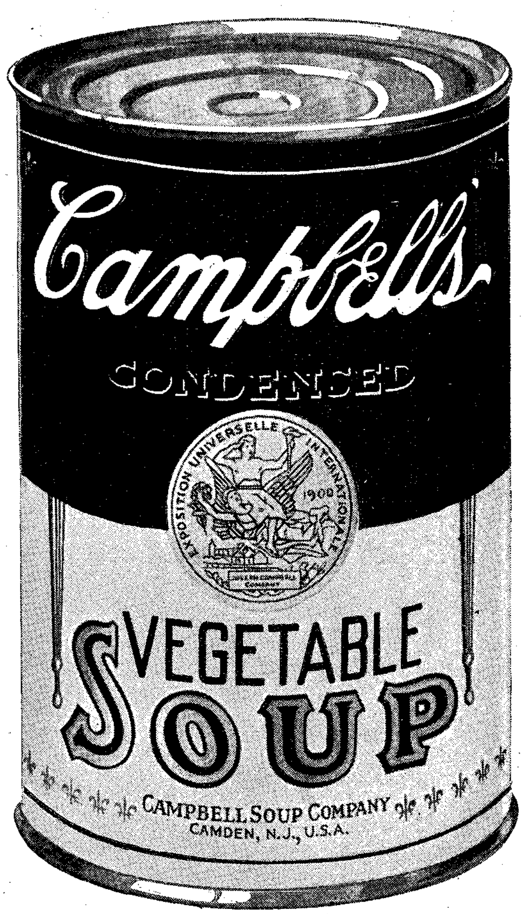
> If the passengers seized on the Shanghai-Peking express had not chanced to be Europeans and Americans, the news might never have reached the Western public, altho this train is the New York-Chicago Limited of the Far East, fully as luxurious, and guarded on every run by soldiers. I traveled over this same road a month ago and five Chinese were taken from the train following mine, and carried away to the hills. Ransom was demanded on the basis of their rank. The last I heard of them they were still in the bandits' hands. . . .

A closer glimpse of the methods of the robber gangs is furnished by another article in the *Times*, which quotes the experiences of Miss Joan Dickinson, professor of sociology in the University of Peking, who came into contact with brigands at an inland town to which she had gone on an educational and evangelical mission. The constant fear of attack under which villagers live and the effects of a raid by a bandit gang are described by Miss Dickinson, who admits that at first the increasing rumors of brigandage seemed to her to be fiction. However—

> As we threaded our way through an unusually large and unbusinesslike crowd in Chou Chia Chien, we passed the gaping ruins of big shops and the bricked-up front of the burned-out post-office, vivid testimony to the reality of the brigands. We were hardly arrived at the immaculate chapel when we heard for the first time what was to become so familiar, the shout, "Too-fay lie-la" (the bandits have come).
>
> Cries and confusion in the street were tantalizingly exciting to us inside. We were cordially entertained by the family for whom the village was named, and attempted to open a station class, to give the women and children a two weeks' opportunity to learn hymns, Bible verses and stories, and to read the Scriptures for themselves in phonetic script. But hearts that are pounding in a veritable agony of fear can not listen or learn.
>
> Few women slept in the village during our stay, and some nights, when rumor reported the banditti not far away, there was hardly a soul besides ourselves and the preacher, with his assistants, who dared remain out of the fortifications on the hills.

SOUP MAKES THE WHOLE MEAL TASTE BETTER

Stop and listen, your eyes will glisten—
This signal is meant for you.
There's joy and health, the best of wealth,
In Campbell's Thirty-Two!



A signal to your health!

And it says to you: "Campbell's Vegetable Soup contains 32 different and wholesome ingredients which include 15 tempting, health-giving vegetables blended with the broth of invigorating beef!"

Good soup eaten regularly every day is a delightful tonic to your system. It's splendid for your digestion. It quickens your appetite. It nourishes. And it is so delicious!

Campbell's Vegetable Soup is hearty and filling and a delight to the taste. It combines in one dish the iron of the green vegetables, the mineral salts that are so beneficial, the meat broth that strengthens, the cereals that build tissue.

Eat good soup every day!

21 kinds **12 cents a can**

Delightful variety in Campbell's Soups

Asparagus
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Tomato
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Vegetable
Vegetable-Beef
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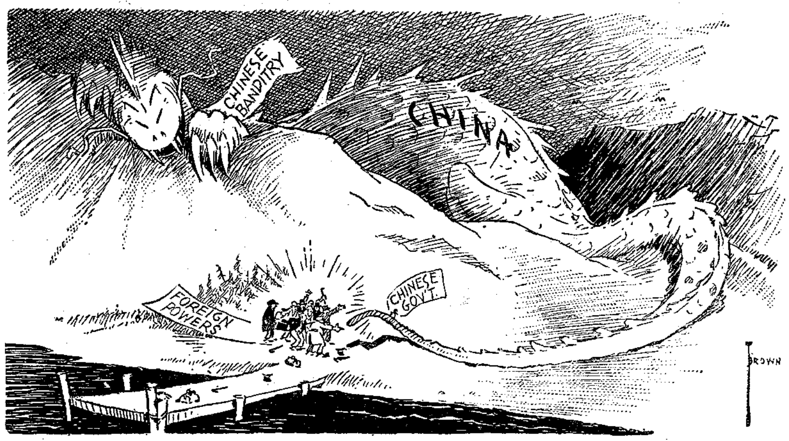
We can supply your grocer with any of these soups

Campbell's SOUPS

LOOK FOR THE RED-AND-WHITE LABEL

> Every village and hamlet throughout that section has its own fort, clay walls crowning the natural cliffs, near the top of some especially steep clay hill, enclosing dozens of burrows, dirty, low caves, the best of which are hardly as good as the poorest of the cave homes or clay-arch houses of the villages. Here are kept all valuables, year in and year out, and here the terrified folk live for days or weeks, with their donkeys, pigs, chickens, and the very doors off their houses and huge iron pots of their stoves, when some band of robbers is marauding in that neighborhood.
>
> Late that night came envoys from Feng Chia, the village next to the demolished citadel, reporting that the banditti had warned them of an attack on the morrow, and begging us to come and plead for them. We left decision and plans entirely in the hands of the splendid young preacher, Mr. Ching. . . .



CAN THE TAIL WAG THE DOG?

The seeming impotence of the Peking Government is blamed by many writers for the present outburst of outlawry in the provinces.

—Brown in the Chicago *Daily News*.

> Next morning we started at dawn for the Feng fort, and while we breakfasted, Mr. Ching made all arrangements with the leaders of the village, many of whom were his own converts. By noon we had ridden several miles beyond to the hilltop which the robbers had taken for their own use during their stay in that locality. Quite a procession wound its way up the hill. We were preceded by a few bandit guides, then four musicians bewailing our sad fate in true Chinese minors, next an offering of a most unpleasant pig, borne on a table. Finally came we and our several animals and drivers. We were met at a thrashing floor half-way up, and again at the gate by detachments of brigands, gay red and white flags, military bugles and regular presentation of arms, all of which we acknowledged with formal bows. Ushered into the tiny cubbyhole of the leader's room we sat on his filthy brick platform bed for hours of parley. First, of course, there was half an hour of general platitudes, and tea-drinking, with elaborate formality of phraseology.
>
> Slowly Mr. Ching led up to our mission, altho, of course, we were expected for no other purpose. A fine horse, the pig, many pounds of flour, $150 in coin and nearly as much in silver "shoes," silver ornaments and a large bowl of opium (excellent destination for it) were presented, each decorated with an inscription on red paper, just as if it were a New Year's gift. After they had written a clear promise not to attack Feng Chia, we were invited to dine, and waited a long hour for most unappetizing food, which we ate with due appreciation of the honor done to us.

Tho the coming of the bandits strikes terror to the heart of these dwellers in the more distant provinces, the arrival of the soldiery causes almost as much fear, according to many writers. Miss Dickinson, for instance, says, regarding the government military forces:

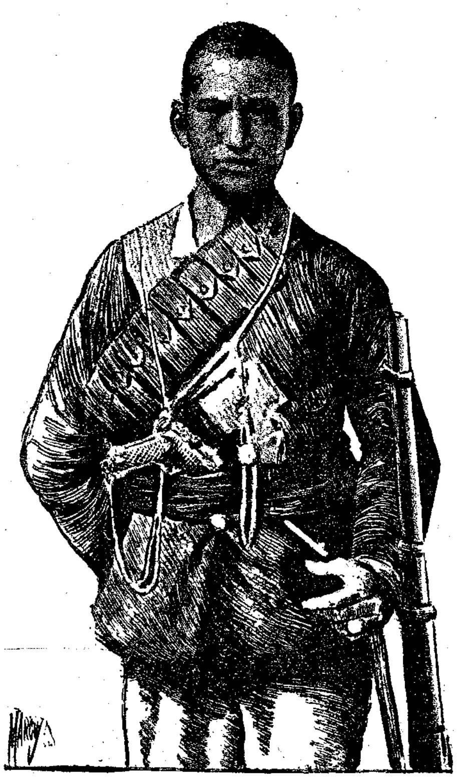
> Their ruthless killing, taking whatever they can lay their hands on in the village without by-your-leave, and the fact that they haven't the interests of the people they have come to protect at heart, all make them more a bane than a blessing. The animals which they captured, some fifty or more, had all been stolen from folks in this neighborhood, but did they return them to their owners? Not much; they took them back to Suei Teh with them as a part of their haul.

A special dispatch, copyrighted by the Chicago *Tribune*, goes even further. In discussing the robber gang which held up the train in the Linching section of Shantung, it says, "As in many other parts of Shantung, the farmers prefer the bandits to troops because the former protect the people from looting, upon payment of a nominal sum. The bandit question is purely economic in this territory of dense population and poor agricultural output." General Ho-Feng Yu is commander of the Government's mixed brigade quartered at Yengchowfu, in this region, and we are told that—

> Ho-Feng Yu is known colloquially as the "black-hearted Ho" because of his corruption and cruelty, being even more despised than the bandits. He has been a valuable lieutenant of Tuchun Tien, but lately he has been losing his grip on his men, owing to the fact that they have not been paid for eighteen months, altho Ho has been collecting Peking and Shantung taxes and pocketing the proceeds.
>
> This situation was made possible by cooperation of the troops and bandits. Another phase is that when after bandit operations a few years ago General Ho made pledges with the bandits and their leaders not to execute prisoners he decorated the roads between Tsao Chuang and Linching with the heads of the outlaws. Among these were many of the leaders whose followers swore revenge.

Treacherous and hard-hearted as General Ho is, according to this portrayal of him, the mere fact that he executed bandits summarily should not be held against him, for in the seemingly rare instances upon which the Government succeeds in capturing and holding any of the robbers, they are disposed of without much ado, either by decapitation or gunfire, apparently at the option of the military chieftain.

Louis A. Holman, who spent eight months in travel through China, Korea and Japan, and part of whose journey lay to the south of Peking, across what he calls the "robber land" (the same territory in which the Shantung bandits hold sway), tells, in the Boston *Transcript*, of his witnessing the execution of eight men for banditry, upon command of General Chang Hsun, whose headquarters are in Hsuchoufu, on the fringe of the "robber land." He commences the gruesome description of the firing squad's work by declaring—

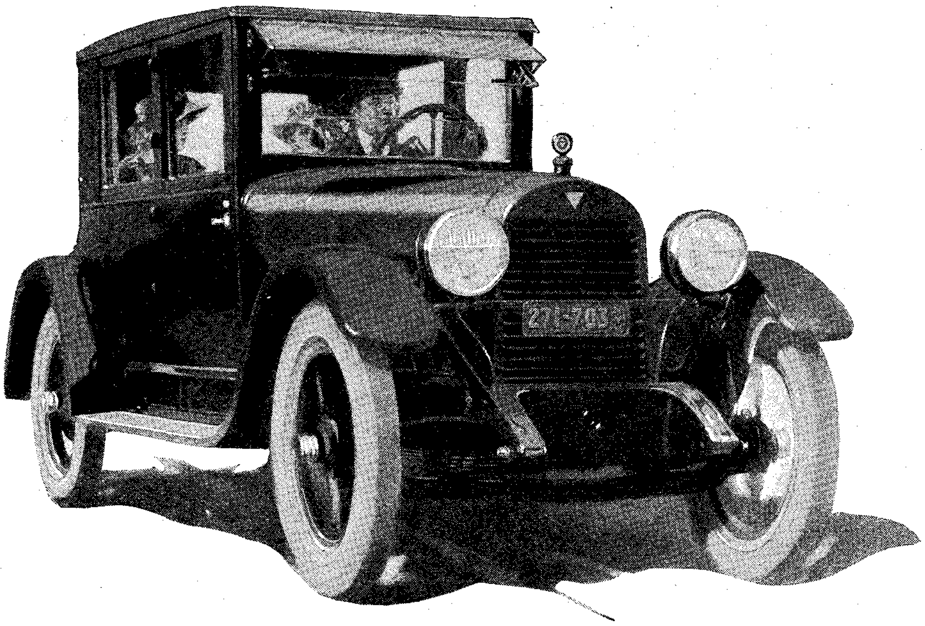


A TYPICAL BANDIT

He is equipped with German Mauser rifle, and other accouterments of a soldier.

—Marcus in the New York *Times*.

> Chang upheld the Manchu régime until there was nothing to uphold, then he assumed a position of "armed neutrality." Being a man of great nerve and resource and having in his chief wife a "helpmeet" quite as worthy as himself of the title of general, he is a force to be reckoned with. Yuan Shi Kai gave him more than one pressing invitation to visit Peking, but the old fox was not to be caught that way. He knew that he would never come out alive. When the invitation became virtually a command he sent his spouse by special train with his regrets. He has played his cards as one who knew



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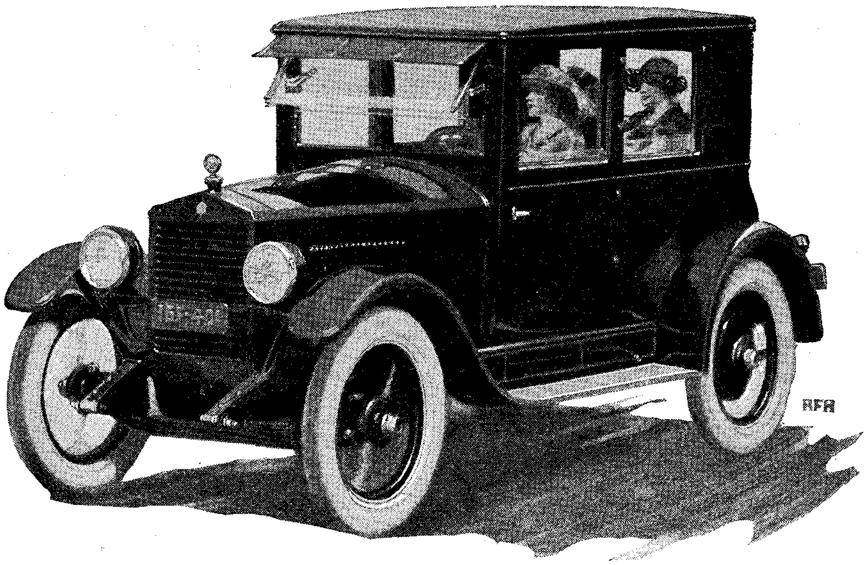


the game, generally contriving to know his enemies' hand, always having a trump for an emergency.

His soldiers, nominally government men, were picketed about the city within sight of each other, to be ready in case of a surprize. A few days before we arrived, however, this happened: Some enterprising financiers from the robber region got wind of the fact that $10,000 (Mexican) in copper "cash" had just been deposited in a certain bank. (As it takes ten "cash" to make one cent (Mexican) it follows that there would be ten million coins in the amount specified.) In broad daylight these men entered the city, held up the bank officials, loaded this immense amount of coin on the shoulders of some coolies, and got away with it. The only possible explanation is that they had "safe conduct" from Chang.

When Chang puts a man in prison, he takes no responsibility for his physical needs. His friends must do this. Unless they feed him, he goes hungry. Prison life is not of long duration, however, and the "trial" consists of little more than setting the hour for execution. At 8.30 A. M., my first Sunday in Hsuchoufu, eight men were in jail awaiting "trial"; at 9.30 they were kneeling awaiting the bullets. Meantime they had all been "tried" and marched to the execution ground, perhaps two miles distant. I walked beside the poor wretches as they stumbled through the streets. The prisoner who headed the procession wore a smile as, in a loud voice, he cursed his captors. The others betrayed no emotion. So far as their faces told anything, they might have been coolies trudging listlessly to work, or soldiers weary from a day's march.

I was alone in the mob that witnessed the shooting, that is, I knew no one, could speak to no one. How the sight of a camera might affect the crowd, or Chang's soldiers, I had no idea. But finding myself unexpectedly close to the actors in the tragedy, for such it certainly seemed, I determined to make a record of it, if possible. Nervous as I found myself, I nevertheless managed to get the men in the finder more than once, and succeeded in obtaining a few negatives.

Then came the execution itself, without preliminary ceremonies. Seven of the victims were resigned to their fate, but the eighth, in anticipation of the deadly volley of bullets to ensue, got what slight satisfaction he could from continuing to hurl an ineffectual volley of oaths at his captors. As soon as the prisoners arrived they were ordered to kneel. Then—

With their backs to the soldiers they all obeyed instantly, except the one who had been cursing. He wheeled about to face his executioners and with all the vehemence of which his poor emaciated body was capable, he again uttered curses on the heads of his enemies. Then, with a leer upon his wild features, he, too, knelt and, I think, was the first to enter into the unknown. The city wall had scarcely given back the echo of the last shot, when I saw the jailer upon his knees hammering off the dead men's chains. The bodies were all buried in one grave.

Before this, however, the jailer possest himself of his perquisites, the torn, patched, bloody, shot-riddled garments of the dead. While he worked, I saw a poor old mother, weeping alone in her grief, drop down beside her unfortunate son and press her hand above his lifeless heart. In front of the crowd that now closed up for a better view, very near the man who had died cursing, there stood a miserable little boy sobbing aloud. That was all. Two thousand persons looked on stolidly. No one put his arm about the lonely boy; no one comforted the aged woman.

Mr. Holman goes on to observe that—

The great bulk of those executed this way are robbers, followers of leaders like "White Wolf," who is a low-class Chinaman's hero. Soldiers of the "People's Kingdom," serving under General Chang Hsun and his sort, fight their brother-robbers half-heartedly at best. There is no principle behind their bullets, but a cool calculation as to which party it will pay best to serve for the day.

If they join the "irregulars," as whole companies often do, and then get caught and shot—well! they must die some day! And if they die bravely for their robber deeds, they may be honored by having their hearts cut out and eaten by the soldiers who shot them. This is an attention still frequently shown to brave men. The whole thing with all its brutalizing tendencies is a medieval condition still flourishing in the twentieth century. It throws a ghastly side-light on such unfortunate parts of China as fall under the sway of men like Chang Hsun, who for personal aggrandizement (altho with a show of zeal for order and righteousness) are systematically making the region more and more lawless.

General Chang Hsun, with his 10,000 "queued" soldiers, is virtually dictator of this region. He gets credit for having somewhat checked its lawlessness, but his barbarous methods leave little hope of permanent good resulting. It was he who induced Nanking to surrender, a few years ago, by the promise that no looting should take place when he entered the city. For three whole days his men pillaged the place, while the wily Chang, at his headquarters outside the city, bought up the loot they brought him. The chief employment of Chang's men is to shoot prisoners. On one awful day the Hsuchoufu rabble saw eighty men shot, for crimes real or imaginary. In the nine months before I came, there had been over five hundred executions. One of the victims was a Government Normal School teacher, with leanings toward reform. He went to his death shouting, "I am neither a thief nor a robber. I am dying for my country." Another in his pathetic farewell referred to Washington and to his stand for political liberty. But the majority of Chang's victims, as well as his soldiers and himself, are robbers or robber-murderers.

This writer's account of an attack on a robber village by Chang's troops would be humorous, but for the fact that it reveals such a pitiful state of affairs. As he tells the story—

One day Chang sent a thousand men to take a small robber village some miles away. From the modest appearance of the place the attackers expected an easy victory. Suddenly from the mud walls came a volley that killed eighteen of their men and all of their courage. The robber chief sent out a message, under a white flag. It was an ingenious bit of practical advice. He pointed out that inasmuch as those behind the walls had the advantage of better men, better guns and more ammunition it might be a good idea for General Chang's men to go home. And these doughty warriors, having open minds, saw the point and tried to get back in time for supper. Frequently, under the same circumstances, the soldiers have gone over to the robbers.

The shift from soldiering to banditry and *vice versa* is easily and often made, as Mr. Holman's article and those by other writers show. Such being the case, it is interesting to note that, according to late advices from headquarters of the Shantung robber gang, their object in holding the American, foreign, and native passengers of the derailed train is not so much to gain ransom as to win for themselves employment by the Government, especially in the Army. Peking authorities are said to be willing to provide places in the military forces for 8,000 of the bandits. This figure is ample evidence that the strength of these brigands is not that of a mere corporal's guard, but of a full-fledged army. Not in size only, but in the conduct of operations also these outlaws resemble regular troops.

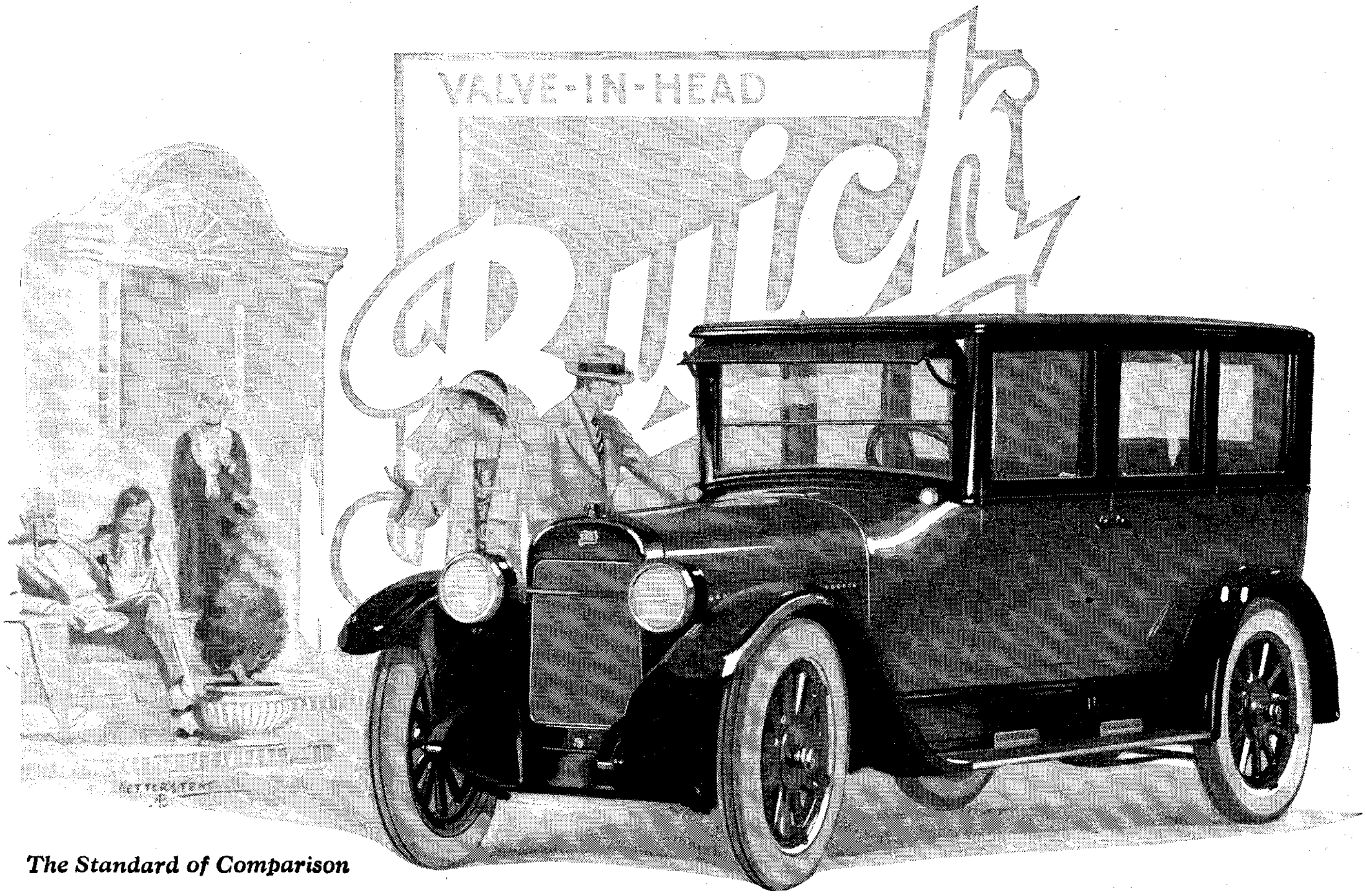
Their equipment includes up-to-date rifles, and a special dispatch to the Chicago *Tribune* declares that "most of the guns bear Japanese marks, altho there are a lot of English, German, and other European makes." The bandits, we are told further, "apparently were short of ammunition at first, but they now seem to have plenty, probably purchased with the money they stole" from their prisoners. In this respect they differ widely from the poorly equipped hordes which terrorized Mexico a few years back. Then too, unlike most of their Latin-American predecessors in outlawry, the leaders of these Chinese brigands are highly educated, declares Roy Anderson, an American who has returned from their stronghold. From an Associated Press dispatch we learn that—

The marauders have an effective communication system and are kept well informed of all that goes on in the foothills, where numerous parties of relief workers are encamped.

All provisions being sent to the captives from the outside are reaching their destination, but the packages are carefully inspected.

Strict military discipline is maintained in the bandit camp, according to advices from Linching. The captives are awakened at 4:40 A.M., eat a Chinese breakfast, and do a little work. They have dinner at 4 P. M., and are sent to bed at 8. None is permitted to pass the bounds of the camp. All are said to be in good health.

Such is the organization and the equipment of the brigands who early on May 6 derailed the Shanghai-Peking express. Within a few days detailed accounts of this hold-up began appearing in the American press. The story of the capture and release later of Miss Lucy T. Aldrich, sister-in-law of John D. Rockefeller, Jr., who was touring China, already has been told in newspapers throughout the United States, and needs no repetition here. One particularly vivid description of the event is furnished by John



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Pioneer Builders of Valve-in-Head Motor Cars

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Powell, correspondent of the Chicago *Tribune*. Charles Dailey, another *Tribune* reporter, went to the robbers' camp near Tsao Chuang, Shantung, to get Mr. Powell's story, from which we quote:

> Sunday morning at 3:30 o'clock I was awakened by rifle-fire. The train slowed down to about ten miles an hour and then stopt with a sharp lurch. My stateroom companion, M. Barbère, a Frenchman, jumped from his berth and we looked from the window and saw men running toward the train from all directions, and firing indiscriminately. We got our revolvers from our bags and had no sooner done so than a rifle-barrel was crashed through the window on the inside of our compartment and our door forced open.
>
> With two rifles prest to our breasts, we had no use for our revolvers, so we handed them over. One of the bandits seized both my hands, and finding a ring on my finger, he nearly tore off the finger, in his haste to get it. The same was done to M. Barbère. The bandits ransacked our cabins and then left us.
>
> Fortunately, as soon as the bandits passed on to the next compartment we put on our coats and trousers and then looked out of the window. The night was bright, and in the moonlight it looked as tho at least 1,000 men were running about the train, breaking open bags and suit-cases. Several bandits then came back to our car and dragged us off the car and across the plains.
>
> The commotion caused in ransacking the train was indescribable. Women were screaming, and one woman's voice sounded above the noise as she screamed "Socony." We afterward learned that she was a tourist from the United States and carried letters of introduction to Standard Oil men in China.
>
> The countryside surrounding the train resembled a district recently visited by a cyclone. The robbers even dragged the bedclothes out of the cars, and some were lugging heavy mattresses along, but they had to discard them on the rapid march. The march from the train would have been worth $1,000,000 to American movie directors. Most of the male passengers took things humorously, expecting to be taken but a short distance away while the work of rifling the train was being completed.

Mr. Powell then tells of the long, agonizing jaunt from the train back to the mountain fastnesses, while laggers in the flight were prodded by a cocked rifle or pistol in the hands of some angry bandit. Says the correspondent:

> My compartment partner and I managed to keep together, and after walking about three miles we were attracted by the sound of a child weeping and calling for his father. We finally got our bandit partners to stop and took the little boy, the son of Major Pinger of Manila, in charge. He was barefooted and in his nightclothes. Finally he stumbled and fell, and one of the bandits cocked his gun and pointed it at him. M. Barbère jumped between them and lifted the boy and carried him for a considerable distance on his back.
>
> Finally we came to a group of women, all in their nightgowns and barefooted, stumbling along, weeping, across the stones, and being prodded by rifles. The women were Miss Lucy Aldrich, sister-in-law of John D. Rockefeller, Jr.; Miss McFadden, her traveling companion, and their maid, Miss Stromberg, who had remained with them. We came on some donkeys grazing by the roadside, and the bandits put the women on them, and also the little boy.
>
> We had found the steep road was directly up the mountainside, with the embankments marking the boundaries of terraced farms, some so steep that the women fell off the donkeys while ascending or descending.
>
> Mr. Smith, an old man from Manchester, England, excited pity as he attempted to cling to a donkey, but finally he fell off and down the fifteen-foot embankment on to the stones at the bottom. He was in pajamas and barefooted.
>
> We were about half-way up the mountain at dawn when there was firing in the rear, toward the train, and suddenly the robbers changed their course and turned back down the mountainside and around the base of another mountain. This was all done on the run, and anybody who stopt to remove gravel from his shoes or nurse a bruised foot or ankle was prodded with a cocked rifle or pistol.
>
> We marched at double-quick time with bullets whizzing over our heads until we reached another mountain at least 5,000 feet high, and in places as steep as a stairway. We were forced up and up without a stop until about 10 o'clock, when we reached the top, where there was a crude fort. We climbed or fell through an opening and fell in a heap in the first shelter. No one paid the slightest attention to the blazing sun, we were all so exhausted. We stretched out in all manner of positions and nursed our wounds, with no attention to the bullets whistling overhead.

WHEN A U-BOAT CAPTAIN WAS CHIVALROUS

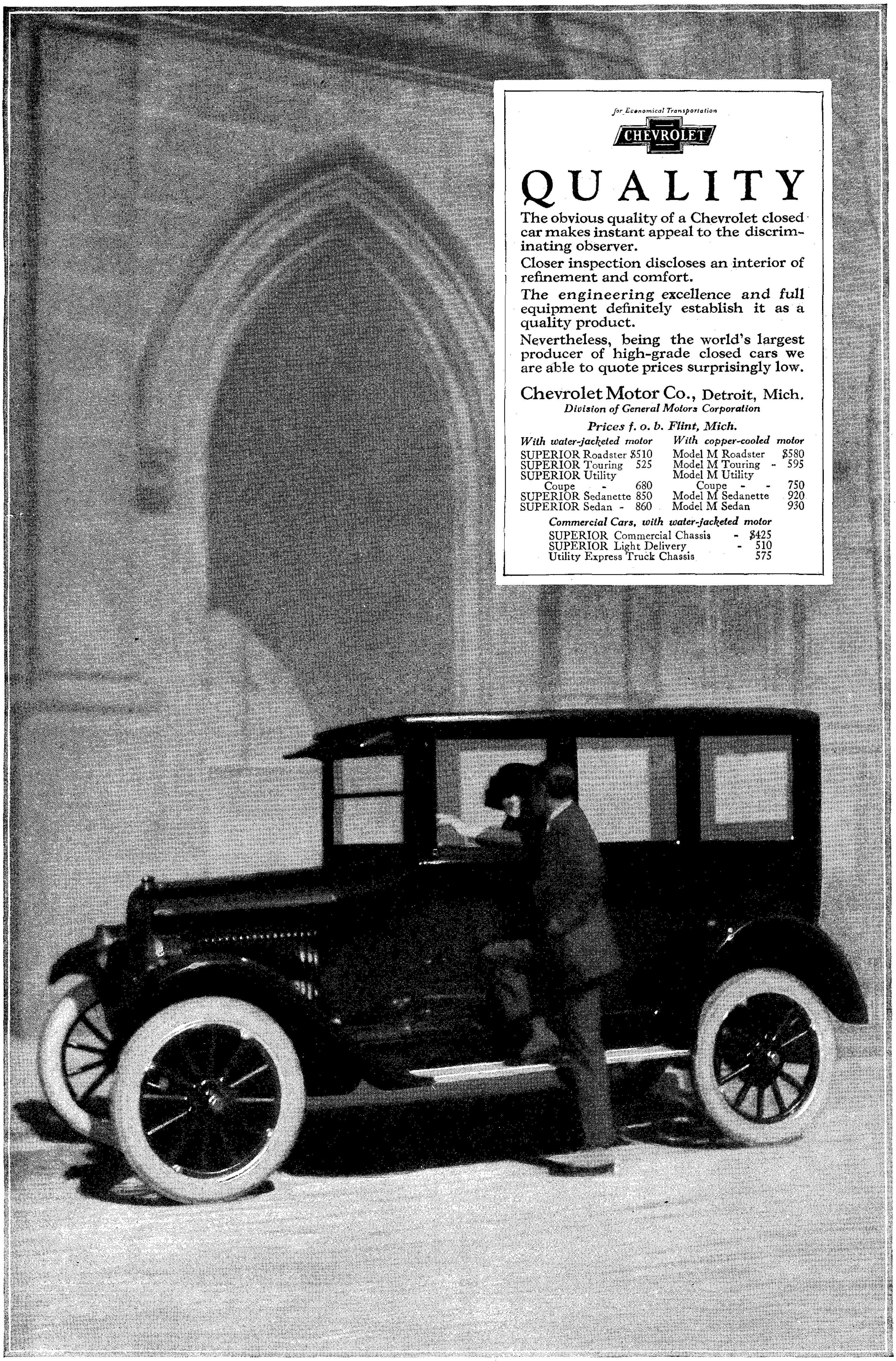
AS AN ECHO of the German submarine warfare comes the story of the sinking of the *Jacob Jones*, a torpedo-boat destroyer in the United States Navy, as told by Captain Hans Rose, commander of the *U-53*, which sent the American vessel to the bottom between Queenstown and Brest. One unusual feature of this engagement was the action of Captain Rose in sending a wireless message to the station at Land's End, England, to inform the enemy that many survivors had been le still afloat. The German commander declares, in his narrativ in the New York *World*, that before sending this message: " wavered a good deal, but finally decided to let mercy prevail in order to do what I could to bring a bit of chivalry into th conflict."

This statement may seem to be a bit of machiavellian irony in view of the storm of accusations all through the war that the U-boat commanders as a class emphasized frightfulness, rather than chivalry. Nevertheless, now that the conflict is over, it perhaps will be fairest to let this German naval officer tell his own yarn in his own way, even if some parts of it seem to be in the nature of propaganda or an alibi. His story runs:

> It was December 6, 1917. A bright day and a still sea. For more than two weeks we had been cruising in the Atlantic, meeting several storms, but many a sunny day. We had sent a few enemy ships to the bottom and had had some narrow escapes from being sunk ourselves.
>
> Then came something that was new to us all, despite our experience in submarine warfare—the boom of big guns came rolling to us over the sea and there was not a vessel in sight. Visibility was good except toward the southwest, where a light mist made it impossible to see more than about six miles. Accordingly we steered in that direction at top speed.
>
> We had not gone far when we saw the flash of guns in the mist and the sound of the reports came rolling to us again. But still not a sign of a ship. It must be small. We naturally concluded that a submarine was engaged in a fight, and wirelessed:
>
> "Are you in action? Please give us your location. *U-53*."
>
> But no answer came.
>
> A few minutes later—at 3.30 o'clock—the outlines of a small craft could be dimly seen through the mist. It stood end on to us at first but presently turned and disclosed itself as an American torpedo-boat destroyer with four funnels.
>
> At the command "ready for action" the men sprang to their fighting-posts, the Diesel motors were stopt, and the *U-53* raced ahead at undiminished speed, driven by her two powerful electric motors.
>
> Another quick order:
>
> "Submerge!"
>
> The lookout and the officer of the watch went below, and I followed them after a last glance about me, closing the manhole cover myself in the moment that the air began to hiss from the diving-tanks. The *U-53* disappeared gently. Only the wrist-thick end of the periscope made a light wake on the surface. The torpedoes were made clear. In two or three minutes everything was ready for the work ahead.
>
> I stood at the periscope and followed the movements of our opponent. The ship moved at low speed and in a zig-zag course At times she appeared almost to stop. I could not see what she was firing at. Behind me stood my head pilot, equipped with sextant and stop-watch.
>
> The torpedo officer at my side managed the elevator on which I stood, and also the torpedo signal system, while the pilot, his eyes on the compass, followed instantly every direction given.
>
> We were a quartet that had worked and learned together in many a fight. Few words were needed; we understood what the Americans call team-work.

After telling how the submarine slowly began to gain upon the unsuspecting destroyer, while managing to keep its periscope below the surface, except for a few brief seconds, Captain Rose continues:

> At 4:20 P. M. I fired my fastest and strongest torpedo at a distance of 1,000 meters. We were so near the surface that it broke the water and traveled for a considerable distance in full sight.
>
> There was no time to be lost. I pulled in the periscope, had our course materially changed and we dived to fifty meters to



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> escape the enemy bombs. At top speed the *U-53*, quivering from end to end, darted away.
>
> "Close the water-tight compartments! Get the emergency lights ready!"
>
> The compartment doors slid shut and every compartment became, in a manner of speaking, a little submarine for itself. Thus it would be possible, if anything happened to us, at least to bring the ship up to the surface again.
>
> Suddenly a heavy detonation broke the silence. Nobody who has not experienced it can conceive its violence. The untried men in the crew tumbled against the walls, their eyes staring at this new horror.
>
> The veteran head pilot, utterly unmoved, looked at his stop-watch, made a rapid mental calculation and announced laconically:
>
> "Forty-nine seconds, equivalent to a range of 960 meters."
>
> The men cheered:
>
> "We've got him! Hurrah!"
>
> "Not so fast," I called down to them. "That may have been a depth charge. The time was right, but you never can tell."
>
> The *U-53* sped on toward the west. If the enemy was still untouched, he would have more trouble in following our oil trail into the face of the setting sun. We made it still more difficult by frequent changes of course.
>
> Suddenly, a full fifteen minutes after the first shot, another terrific explosion.
>
> We had missed! The first explosion was not our torpedo, after all, but a depth bomb. And now the second one. The enemy was on our heels. It was a fine prospect for us in that clear sea!

After sending this second torpedo toward the American destroyer, Captain Rose, without waiting to learn whether it had reached its mark, submerged his craft still further. The pursuer became the pursued. For ten minutes the *U-53* darted to and fro in an effort to throw the *Jacob Jones* off the track. Finally the German commander, having heard nothing resembling the explosion of more depth bombs, decided to abandon discretion and bring his craft near the surface again. This he did, cautiously allowing the periscope to protrude above the water only as far as necessary to survey the horizon.

Nothing was seen except the sea and the sky, so Captain Rose knew he had at least given the destroyer the slip. Then he determined to set out again after the hostile vessel. The submarine was turned squarely about and piloted back over the course to the spot from which it had fired its first torpedo. Soon floating bits of wreckage, and men trying to hold on to such meager supports while the waters were closing over them, told the whole grim tale. The *U-53* had succeeded in sinking the destroyer. The German commander says that upon approaching the spot:

> We advanced at full speed. Ordinarily I permitted the crew to come on deck in such cases, to recompense them for their enforced confinement below, where they could see nothing. On this occasion, however, I left them below, to spare them the sight of this terrible human misery. I summoned only two sailors on deck.
>
> We threw lifebelts and rings to several of the survivors who did not have even a piece of wreckage to cling to, and pulled aboard the *U-53* two men who had no support. Despite the extraordinary success which we achieved, this was one of the hardest and bitterest hours of my life. In other instances we had regularly had to deal with merchant ships, which put to sea in order to make money, and which employed against us methods which we considered a flagrant breach of the most sacred international rights, and had compelled us to resort to the indiscriminate submarine warfare. But here we had to deal with honorable enemies, men who had unselfishly risked their lives without hope of reward in the service of their fatherland.
>
> But I could not save more. There was no place for them but on deck, and all would have been lost the first time we had to submerge. I went away with a heavy heart.
>
> A few yards from the *U-53* a man was struggling with death. I can see him yet. He looked over toward us. He gave no cry for help, no cry of anguish, none of fear. Silent, resolute, heroic he went down as we passed, dead for his country.
>
> I hold this brave enemy in honor and in spirit cast with these words a wreath on the waters above him. He gave his life for his fatherland, as a real hero. His soul is now in Valhalla. But we, the Germans, must live here, defeated and vilified; life is dreadful to us. What we did was actuated by the same impulse that drove this brave enemy to die in the wintry waters of the Atlantic. I envy him.
>
> The two prisoners were separated and brought below. They were given hot tea to clear their throats of the sea water and tar-oil which they had swallowed, their wet clothing was hung up to dry and they were put to bed. Stein and I each contributed a suit of woolen underwear. It was reported to me from the forecastle soon afterward that neither of the men had suffered any damage from the immersion. But the shock from the two explosions must have been terrific.
>
> Thereupon we wirelessed with our highest tension the following message, in German, to the English station of Land's End:
>
> "Destroyer Jacob Jones sunk 49 degrees 20 minutes north, 6 degrees 18 minutes west. Save survivors. U-U-U."
>
> The air became perfectly still after we had sent this message, and we repeated it very slowly, letter for letter.
>
> Such an action was doubtless unusual during this murderous war, and I debated with myself whether I could accept the responsibility for it before the souls of our U-boat men who were killed in gruesome manner by the enemy.

Doubt as to whether his reckless step served any humanitarian purpose was removed, he declares, when he had the satisfaction of intercepting later a radio bulletin by the enemy which told of measures to pick up the survivors. Altho Captain Rose does not mention the precise reason why his broadcasting the news of the sinking might be regarded as foolhardy, the inference is plain that his action to some extent jeopardized his own craft, for if any hostile warship had picked up the message, an attempt probably would have been made to capture or sink the *U-53*. Such chivalry is probably unprecedented in the annals of submarine boat warfare, but history is replete with accounts of a somewhat similar quixotic kindness on the part of military and naval leaders.

As soon as the subsea craft had left the spot where the *Jacob Jones* had gone down, and where many sailors still were clinging to rafts or life-preservers, Captain Rose and his men turned their attention to making their two American prisoners as much "at home" as possible. In the light of stories from the trenches about the fraternizing of Allied soldiers with those wearing German uniforms, it is not surprizing that, as Captain Rose asserts, the men captured by the submarine soon became positively chummy with their ostensible enemies, who in reality had been their rescuers. Regarding these prisoners of war, we read that—

> One was a middle-aged man named Murphy, a cook; the other a youth around eighteen, a signalman named Alfred De Mello, of Portuguese descent.
>
> I fitted them out with pipes and the crew gave them some tobacco. When the weather was good the crew used to come up on deck and sing the old German songs. Then Murphy and De Mello contributed American airs, "Oh, the moon is all a-gleam on the stream," and so on—"Hiawatha," I think, was the name of it—and "Yankee Doodle," and other songs.
>
> The time hung a bit heavily on the hands of Murphy, the quiet Yankee. He came to me one day and begged to be allowed to peel potatoes.
>
> "Sure," I said, "peel for the whole crew if you want to." He went away happy and started work.
>
> We sank three other ships on the way back to Heligoland, our base. We reached Heligoland on December 12, in the evening. Early the next morning I was awakened by lusty singing. The crew had lined up before the cabin of Lieutenant Stein on the submarine tender and was singing a self-composed poem in honor of his birthday. And in the midst of the troop stood my two Americans, singing the German song as best they could and entering fully into the spirit of the occasion.
>
> They beamed when the Lieutenant gave them the same hearty handclasp with which he thanked the members of the crew. The former enemies had become good comrades.
>
> I think it worth while to say that the first song which the men sang that morning was the old Lutheran choral, "Praise God, the Mighty King of Heaven." They were patriotic men of simple, unmoved faith, which the revolution did not destroy.
>
> When Murphy and De Mello, or Alfred, as I always think of him, came to say good-by before being taken to a prison camp, they were so deeply moved that they could hardly stammer out:
>
> "We don't know how to thank you, Captain."
>
> I was as deeply moved myself. I liked those Americans, the earnest, honest Murphy and the grateful, sprightly Alfred, and hated to see them led away to the terrible monotony of their prison. I was glad as a last service to be able to send a letter to De Mello's mother.

If only the roof had also been stone...

THIS old building might still be intact and serviceable if the roof had not failed. But to-day, even roofs can be stone—Asbestos—and hence just as permanent as the walls and foundation.

So, a structure of brick, stone, or merely frame, with the most vulnerable part, the roof, of perishable material is an absurdity no longer necessary. You can protect it with a material so permanent that you need never think about that roof again. That material is Johns-Manville Asbestos and it will protect the whole structure from the wear and tear of the weather as well as from the ever present danger of fire.

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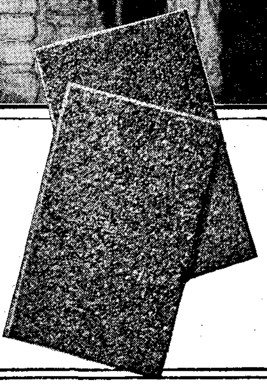

What Type of Asbestos Roofing?

This chart will help you decide

Kind of Building	Type of Asbestos Roofing	Brand or Trade Name
Small buildings	Slate surfaced asbestos ready roofing or shingles	Flexstone—red, green or blue-black
Dwellings $3,000-$7,000	Slate surfaced asbestos shingles or rigid asbestos shingles	Flexstone—red, green or blue-black Standard (rigid) shingles—red, brown or gray
Dwellings $7,000-$25,000	Rigid asbestos shingles	Standard or Colorblende (rigid)—red, brown, gray or blended
Dwellings $25,000 upwards	Rigid asbestos shingles	Colorblende—five-tone; brown with or without red or gray accidentals
Factories, shops and mills—monitor and sawtooth roofs*	Asbestos ready roofing or asbestos built-up roofing	Johns-Manville Asbestos Ready or Asbestos Built-up Roofing
Flat roofs—all buildings*	Asbestos built-up roofing	Johns-Manville Asbestos Built-up Roofing
Skeleton frame buildings—standard conditions*	Corrugated asbestos roofing with steel reinforcement	Asbestos Protected Metal
Skeleton frame buildings—excessive temperature or condensation conditions*	Corrugated asbestos roofing without steel reinforcement	Johns-Manville Transite Corrugated Asbestos Roofing and Siding

**Note*—Industrial buildings call for expert advice. A roofing expert is available at all Johns-Manville Branches.

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ACTORS AS A STAGE-HAND KNEW THEM

IF THE "ITCH FOR WRITING" ever seized upon stage-hands in the way it has afflicted private secretaries of some eminent statesmen, they probably would turn out highly entertaining and veracious books on "Actors As I Knew Them." However, these literary effusions would not be penned in the vein of a disillusioned valet dissecting his supposedly great master, for stage-hands seem to retain an attitude of hero-worship toward the luminaries of the world of make-believe, despite the fact that they have often seen these stars on occasions when their "twinkling" was quite dimmed by displays of all too human frailties and foibles.

Otto B. Goebel, who has presided over the lights in Milwaukee playhouses, big and small, for more than forty years, "has a famous store of reminiscences, all of them worth hearing." A few of them are told in an article in the Milwaukee *Journal*. This "dean of stage electricians" in that city, is in a position to sympathize with the aspirations and problems of actors, for did he not almost enter their profession himself? His one venture in the histrionic art is described by the newspaper as follows:

> Some fifty years ago, Mr. Goebel will tell you, he was a tow-headed lad of eight, whose greatest delight was to scamper about the theater during rehearsals and at other odd times when audiences weren't about. As a child he appeared as an actor, with not altogether happy results. It came about like this:
>
> Joe—or was it Tim?—Murphy was playing in a dramatic piece called "Help," something on the order of "Ten Nights in a Bar Room." The youthful Goebel and his mother appeared in important, tho not lengthy rôles. In an early scene the boy jumped on the back of Murphy to give a human interest sort of touch and at the climax of the play was to enter with his mother after the actor had announced:
>
> "Here comes the mother and her boy now."
>
> The jumping part of his rôle was filled to a nicety by the young player, but that done he became sleepy and finally left quietly for home and bed, with the result that when Murphy made his important announcement only half of the expected combination was there to step from the wings.

After this "slightly embarrassing incident" Goebel centered all his interest on the mechanical doings back-stage. When calcium lights supplanted gas in the theaters, he became an expert in handling the new method of illumination. In the course of time he acquired a large stock of stories and anecdotes about actors and actresses he met professionally. One of his pet topics of conversation is the late John L. Sullivan, and the newspaper informs us that—

> John L. was forever sending out for a supply of brew, and the fighter and admiring stage-hands often drank together out of the same can.
>
> John L. once appeared in a dramatic triumph in which, to win the heroine, he knocked out a rival in the ring. The rival, of course, was his sparring partner. This gentleman was of necessity a very able man, as frequently the champion appeared on the stage so tipsy that it was all the co-worker could do to hold him up long enough to administer the knockout blow.
>
> On one occasion a Milwaukee newspaperman had interviewed John L. and announced in his paper that the champion couldn't pronounce the word "mother." The fighter, when he saw the piece, was as mad as a hornet and the more liquid solace he took the madder he got.
>
> "That night," Mr. Goebel says, "John L. appeared on the stage all lit up like a church. Instead of going about his regular business, he stalked out before the footlights to show the offending newspaperman what was what.
>
> " 'Who th' hell says I can't say mudder?' he shouted. 'Mudder, mudder—how d'ya like that?' "
>
> Apparently no one in the audience was prepared to contend that Sullivan's enunciation was anything but perfect.

Another celebrity known well by the Milwaukee theater electrician was Richard Mansfield, beside whom the terrible-tempered Mr. Bangs, of cartoon fame, is a veritable lamb for meekness. An anecdote by Mr. Goebel in the *Journal* article illustrates this weakness.

> "Some poor, inoffensive fellow had had the great Mansfield's ruffled shirt ironed without explaining exactly how it should be done. When the actor came to put it on, he flew into a terrific rage, raising a rumpus that might have been heard for blocks. The manager of the company could do nothing with him, and when it came time for the curtain to go up, there was Mansfield, insisting that he would see everybody in blazes before he'd wear that shirt.
>
> "The curtain that night was held nearly an hour and a half while the famous star raved and ranted and tore his hair, cursing every one who came in his path, all because the pleats of his beloved shirt weren't just right. Through some miracle he finally quieted enough for the play to start. He certainly was a wild man in a fit like that."

Of other personages and events of the theatrical world which the veteran stage-hand recalls, the *Journal* says—

> Mr. Goebel well remembers John McCullough, Tom Keene, Edwin Booth, Lawrence Barrett, Modjeska and Sarah Bernhardt. He has particularly fond recollections of Tom Keene, who, he says, was the only playful tragedian he ever knew. Keene, he relates, was forever getting off some drollery, both on the stage and in the wings, and it was not at all uncommon for the actor to turn aside in a most oratorical moment to whisper a convulsing quip in the ear of a fellow actor. Keene's "Richard the Third" was his finest work and it rivaled the best, Mr. Goebel declares.

Playgoers who take pride in the artistic and ingenious settings achieved in modern stagecraft will be quite disconcerted and perhaps a bit skeptical at the statement of Mr. Goebel that scenic effects in the old days were often as elaborate as they are now. To prove his point he cites "The Arabian Nights," "a play that caused a sensation with its steam curtain." We are told that—

> This masterpiece was achieved by laying perforated pipes behind the footlights and at the big moment turning on the steam. Colored lights were then played on the misty curtain with remarkable effect.

DOWN ON "MIS' ALICE'S" PLANTATION

MER ROUGE, LOUISIANA, the town which leaped into nation-wide notoriety a few months ago when the dynamiting of a lake-bed disclosed the bodies of two men who, it was alleged, had been assassinated by members of the Ku Klux Klan there, may or may not be trying now to live down the past, but at any rate it has one asset entitling it to commendation. That asset is, according to an article in the St. Louis *Post-Dispatch*, Mrs. Alice Felton, "cotton queen" of Morehouse Parish, whose claim to distinction lies in her proven ability to manage her 3,000 acres and 600 negro laborers in such a humane but efficient manner that the labor troubles so common on Southern plantations at present have not disturbed the peace of the community over which she holds sway.

Not only do the negroes on her lands refrain from emigrating to the Northern States as so many members of their race are doing. They even refuse for the most part to let the adjacent borders of Arkansas lure them away, tho often they are sorely beset by debts, which would cease to bother them, if only they stept across the State line. A picture of conditions on this plantation is given by F. A. Behymer, correspondent of the *Post-Dispatch*, who assures us that her "darkies are working hard and singing as they work because their 'Mis' Alice' is the best 'Ole Mis' in all the land of Louisiana." Regarding these colored laborers the writer says:

> There are some 600 of them, counting men, women and children, members of the fifty families that live in Mrs. Felton's tenant houses. The men are "hands," "half hands," or "share renters," which means that some work for wages, some plant the seed that Mrs. Felton provides, and cultivate with the teams she supplies, and get half of the increase, and the others, share renters, provide their own seed and teams and retain as their reward three-fourths of the cotton and two-thirds of the corn. But they all count themselves Mrs. Felton's darkies and serve her as faithfully as any "Ole Mis'" was served before freedom came.
>
> There is this difference: Mrs. Felton's plantation workers are free to go even if they are in debt to her for "furnish" at the store. The Arkansas line is near, and across the line they are safe

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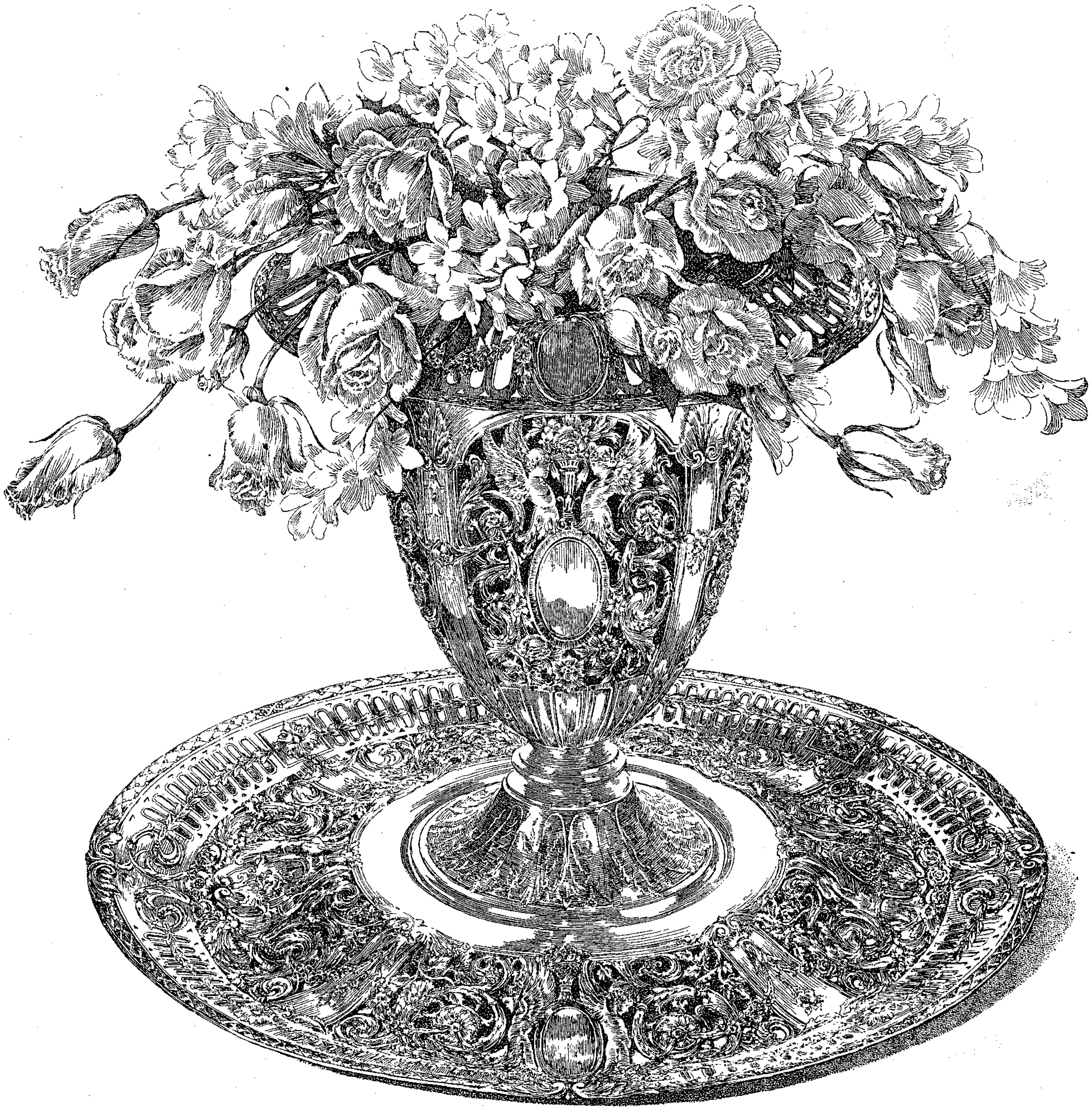

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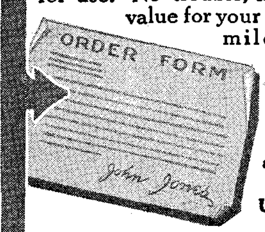

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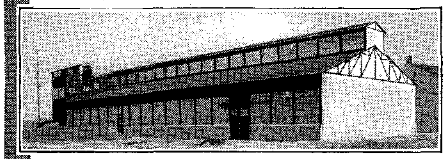
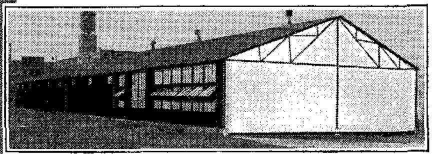


TYPE 1 (Clear Span) with Lantern
Widths: 8'-12'-16'-20'-24'-28'-32'-40'-48'-50'-60'-68'



TYPE 2 (2 Bays)
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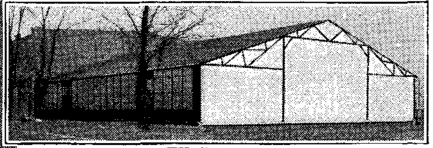

TYPE 3 (3 Bays)
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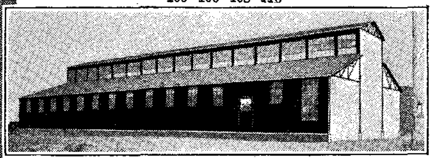

TYPE 3M (Monitor)
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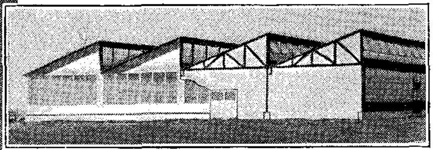

SAWTOOTH TYPE
Widths: Any multiple of 28'

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STANDARD BUILDINGS

PERSONAL GLIMPSES
Continued

from pursuit for debt. But Mrs. Felton's darkies seldom leave her. Some have been with her forty years. Labor is the planter's greatest problem, but it has never been a problem for Mrs. Felton. She understands how to handle darkies. That is the secret of her success. That is how she has become the cotton queen of Morehouse Parish.

The system of "furnishing," the practise throughout the farming sections of the South, is necessitated by the improvidence of the negroes, few of whom can be taught to lay by adequately against a day of need. When the cotton and the corn are gathered and the cotton is divided at the gin and the corn, by wagonloads, in the fields, and payment is made for the summer's "furnish," the tenants, if the crops have been good, have enough to keep them until the next crop, but their provision goes no further than laying in enough food for the winter, even if they do that.

But Mrs. Felton does not deem it best for her tenants to encourage them to depend upon her through the winter. They know that it is no use to go up to the back door of "the big house" and tell her about the bacon and the cornmeal. Pretending to be hard-hearted is part of her plan of teaching them self-dependence and altho they sometimes think it is hard to be turned down by "Ole Mis'" they stay with her rather than risk a planter who might not deal with them as justly as she does.

While she will not encourage their improvidence by "furnishing" them between autumn and spring, she has her own way of helping them through the lean winter months. The darkies know her way, and so when the cupboard is bare they go up to the big house and say:

"Good-mawnin', Ole Mis', has you any wuk fo' me to-day?"

Usually there is something to be done on the big plantation, and she sets them to work, not failing to remind them that she advised them last fall to keep pigs and otherwise provide for the winter's need and never failing to elicit profound admissions of fault. The pay is waiting when the day's work is done and in that way, certainly the best way, she helps her darkies to keep the wolf from the door.

Once in a while some of the tenants, either impelled by debts or by a desire to see the world, forsake "Ole Mis' Alice" and wander off to Arkansas. Usually tho, our informant assures us, they write for permission to return, and are allowed to do so because—

"They are always better darkies when they come back," Mrs. Felton says.

There was old Uncle Woodley Watson, a standby on the Felton plantation for twenty-seven years, who reared a family, and when his sons and daughters married, advised them that they couldn't start family life anywhere better than with "Ole Mis'," by reason of which prudent counsel there are six families of the Watson lineage on the estate. And Uncle Woodley, altho seventy-one years old, is still able to farm his acres.

But two years ago, Uncle Woodley, for some time a widower, became restless. Between his tasks in the fields and his preaching of Baptist doctrine to his people, he had been looking about a little for a worthy second Mrs. Watson, and his attention had been attracted to a likely little widow with a little house and a patch of ground over in Arkansas.

He went to "Ole Mis'" and told her about it.

"Do you want to leave me, Woodley?" she asked with gentle reproach.

"Oh, no, Mis' Alice," he protested, "I don't want to leave you. It jes' about brek my heart to think about it, but that little widdah and her little house and little patch o' ground sho' look good. Jes' let me go an' try it out, Mis' Alice."

He stayed away a few months and then one day he was at the door of the big house, alone, begging Mrs. Felton to find a corner for him somewhere on the plantation and let him stay.

The mistress of the plantation was very severe with him. Hadn't she told him thus and so and given him good advice? Uncle Woodley's self-abasement left nothing to be desired.

"Yassem, yassem, Mis' Alice, yo' sho' did give me good advice. I didn't see it then, but I sees it now an' I's mighty sorry."

Well, she took him back, as she had all along intended to, and as Uncle Woodley, the old rascal, knew she would. So he is back on the plantation, doing his bit of work in the cotton and the corn week days and his bit of preaching to his people Sundays, happy, among his children and his children's children, that he is to be one of "Ole Mis'" darkies to the end of his days.

When disputes arise between individual workers or groups of them, they take their troubles to Mrs. Felton and accept her as supreme arbiter. We read that, displaying a Solomon-like wisdom—

She divides the blame as nearly equally as she can and tells them to go back to their work and when the crops are laid by she will give her final decision. Of course, by the time the crops are laid by the feud has been forgotten.

Sometimes a darky and his wife will fuss and fight and, remembering that "Ole Mis'" has told them to come to her with all their tribulations, they go to her and each makes out the strongest possible case against the other. Mrs. Felton listens judicially, finds them both guilty and sentences them to live together until the crops are laid by, when, if they still so desire, they may separate. They go away, each feeling vindicated.

When there is a wedding on the plantation she sends a cake, and when there is a funeral she sends flowers, and these marks of thoughtfulness are held in undying gratitude by her darkies.

The article tells of the "cotton queen's" early struggles after the death of her first husband, who left her with "a 1,100-acre tract, five children, the youngest only three months old, and a group of negro tenants who owed her $8,000." That was thirty-two years ago. She married again, but her second husband died, too. "All the time, first with one husband and then with the other, she had been the business manager of the concern." As the result of her executive ability and good financing her holdings now comprise "more than 3,000 acres, half under cultivation and half in timber, but none subject to overflow." She also has built a home on the borders of Mer Rouge, "in keeping with her status as the owner and manager of one of the largest estates in Louisiana."

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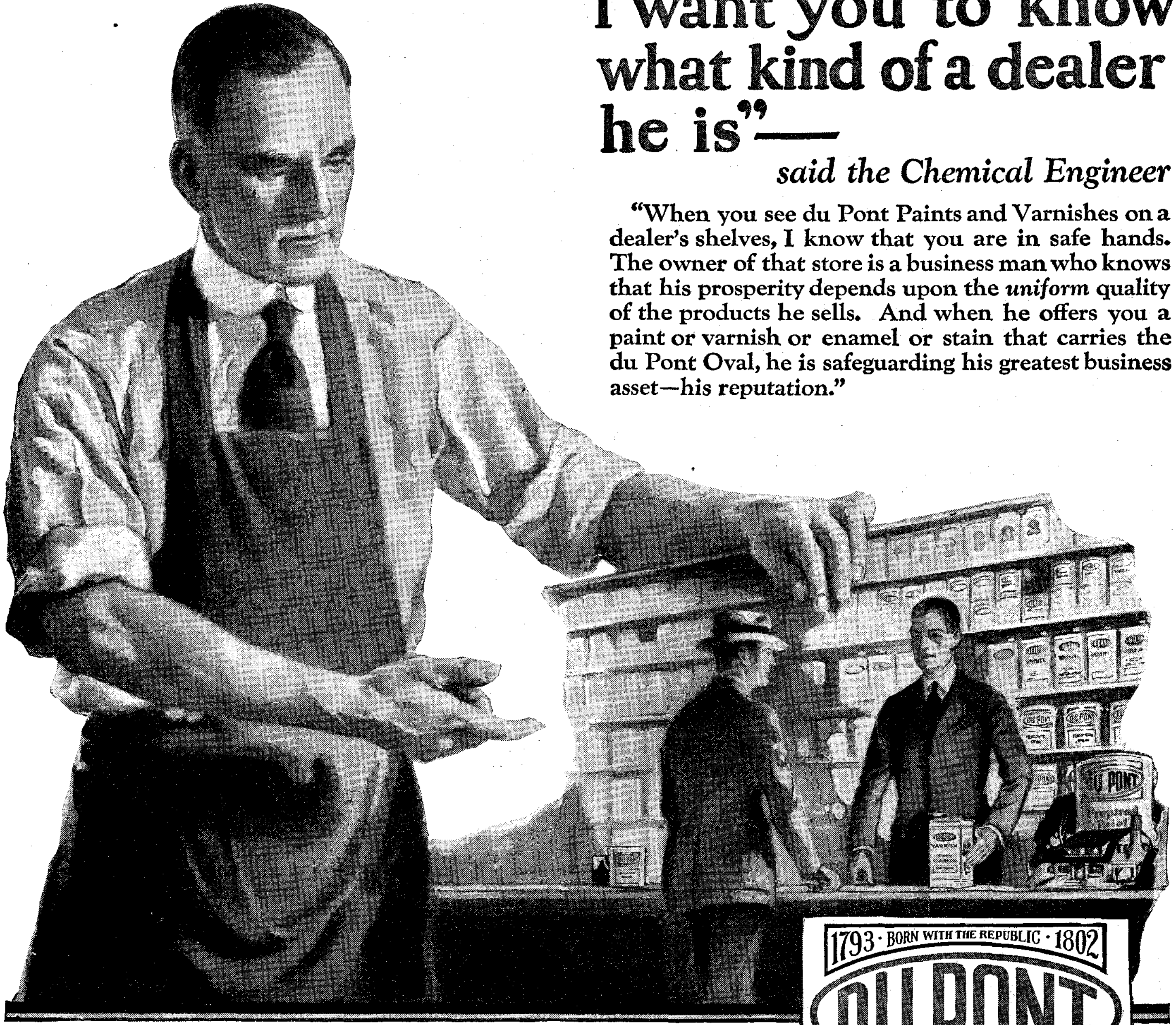

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EVERYBODY'S AN "ENGINEER" NOW

THE SHAKESPEAREAN QUERY, "What's in a name?" has been uttered for years by members of college and university faculties, who have seen their cherished title of professor usurped and put to use by teachers of music, dancing, and even the more unphilosophic arts and sciences of boxing, swimming, etc. Civil, electrical, and mechanical engineers are now undergoing the same sort of humiliation, according to an article in the Engineering *News-Record* (New York), which declares that it is time to take notice of "the numerous tribe of 'engineers' of one sort or another that infest the land."

The writer, a civil engineer, seems to be plunged into despair when he considers the impunity with which the badge of his profession has been chosen by persons who no more are "engineers" in the generally accepted sense of the word than teachers of boxing are "professors." He lists a considerable number of callings now dignified by the term "engineering," and then adds "What are we going to do about it? I do not know. For the present I am simply a 'fed-up engineer.'" Citing the controversy over the use of the term "sales engineer" to describe a salesman who sells engineering products, he points out—

> If it were not for the injury that is done to the name of a splendid profession, the individuals responsible for this sort of thing would simply make themselves ludicrous, but it must be remembered that one perfectly good word, i. e., "professor," has already become considerable of a joke through its application to all sorts of practitioners of all sorts of arts.
>
> Not long ago, for example, a New York newspaper, under a head "Body Engineers Now Important," held forth to the extent of nearly a column. When I first saw the head I thought this was a new engineering title for quack doctors, but upon reading into the article I found that the "body engineer" is the designer of automobile bodies. The article itself, of course, was simply a "puff" or "write-up" for a specific automobile manufacturer, in the course of which it is explained that the "body engineer" devotes all of his time "to the improvement of the body, of the locks, the door and window fittings and everything that concerns the comfort and beauty of the car." Another of the fifty-seven varieties is the "publicity engineer." A newspaper article refers, for example, to the "publicity engineer" for a theatrical company. This, of course, is our old friend, the press agent, exalted to a "professional" plane. Still another specimen is the "milk engineer." Just exactly what his function may be I have not been able to make out, as I saw the title used on the corner card of an envelop.
>
> Another instance recently reported to me was that of the "Income Engineer," who turns out to be no less a personage than our old friend, the insurance agent, who doubtless derives much "swank" and effects many entrances that he might not otherwise enjoy through the use of his neatly engraved card bearing his name and his title, "Income Engineer." I have before me also a newspaper or magazine clipping which contains an advertisement for an "Institute" which conducts a course in dress designing and dressmaking. This advertisement features the genius of Emily, who built up "a most lucrative business" by "following out a tip from the Institute to use original advertising methods." She styled herself "clothes engineer," and accordingly hung out her shingle bearing the initials C. E. after her name. Probably others will be inspired to follow Emily's example. Not long ago a Middle West department store advertised, with considerable éclat, the services of its "window-shade engineer" who would be at the service of its patrons.

The article makes no mention of the "industrial engineer," the individual who, in the days of less specialization was known merely as an efficiency expert. Inasmuch as the "industrial engineer" really does use higher mathematics, charts, graphs and maps, perhaps it is felt that he is worthy to be called an "engineer." Speaking of "abuses" of the term, the writer continues:

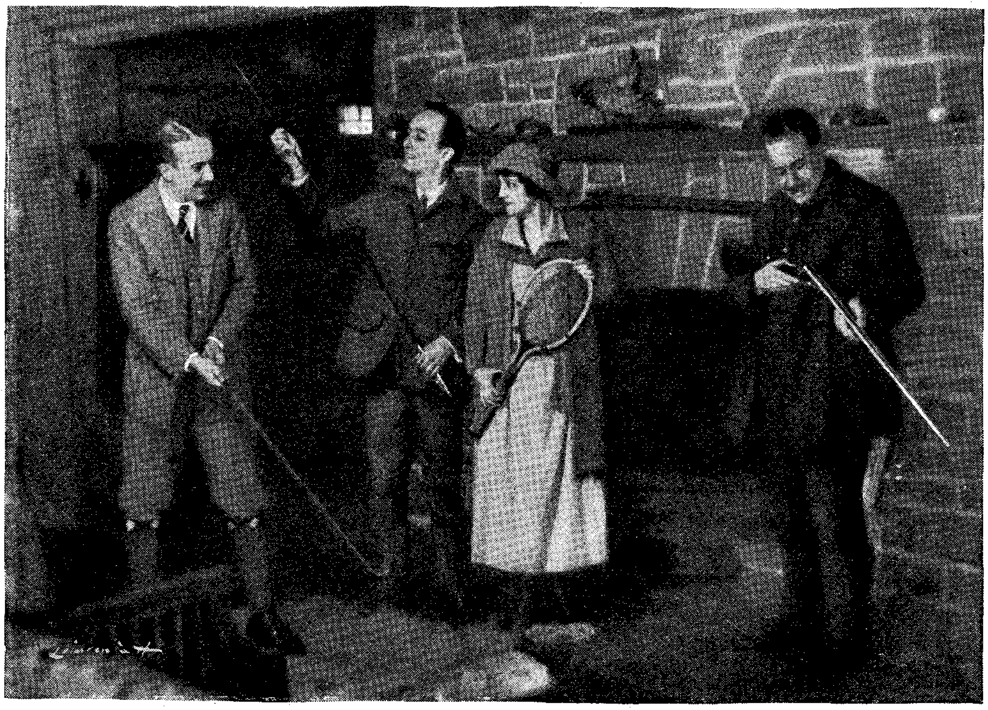
> An unusually interesting case not long ago consumed considerable space in the principal New York newspapers, when the Society of Professional Automobile Engineers formally opened its club house in that city. This brand of engineers, be it understood, comprises chauffeurs in private employment. But let the president of the society explain. According to the newspapers he announced that "the organization was conducting a nation-wide campaign to eliminate the term chauffeur from usage and substitute 'automobile engineer.'" "There is a great difference between an automobile driver and an automobile engineer," he said. "Our organization is composed of professional operators of automobiles in private employment. It aims to place the profession on a higher plane and to protect its members from increasing laws levied on operation of automobiles." Taxicab chauffeurs, it is said, are not eligible for membership. Perish the thought!
>
> The climax is capped, perhaps, by still another variety that recently took a full page in a magazine to tell of a "New Profession That Pays from $3,000 to $15,000 a Year." "An enormous untouched field," continues the advertisement. "No competition, a tremendous demand, no capital required. Can be learned in from two to six weeks. . . . This new profession offers its followers a position of dignity and independence, a free rein for initiative, and those other recognized advantages enjoyed only by professional men. Yet there is no long period of training and study extending over years, no poorly paid period of apprenticeship, as is the case with doctors, lawyers, and followers of the old-line professions. And best of all, there is practically *no competition.* This is one reason why those men who are now practising this new profession are actually making more money than the average doctor, lawyer, architect or engineer."
>
> This fortunate individual is the "exterminating engineer," who through his "knowledge of technical methods and special formulas" devotes his professional activities to "the scientific exterminating of insects, vermin and parasites." Shades of Watt, Smeaton and Noble! Little did the humble doughboy, attentively "reading his shirt" during the long winter evenings in French trenches, realize that he was founding a new profession! The exterminating engineer, we are told, has "no difficulty in getting business," but he is "not dependent solely upon his individual efforts;" for the new profession is backed by a "cooperative organization whose membership consists of men trained in the profession." This organization, which maintains its headquarters in New York City, teaches men by mail and graduates them "in from two to six weeks as 'exterminating engineers.'" Then it helps finance them in business, appointing them its representatives in their own communities.
>
> They "are always on the lookout for live, progressive men to become affiliated with them. The membership fee is ridiculously low—a man can actually become established in business for himself as an Exterminating Engineer, at a lower outlay of money than the average freshman in college has to pay for text-books and supplies alone. . . ."
>
> And so it goes. These are only a few. Doubtless others have discovered other varieties and could contribute a specimen or two to this engineering Chamber of Horrors. All this has a humorous aspect, of course, as is exemplified by James J. Montague in the following verses:

"No longer little Micky Hare
Whose ways are mild and meek,
Will keep my clothing in repair
For fifty cents a week.
He now demands a larger sum,
Which I esteem too dear,
For lately Michael has become
A Pressing Engineer.

"The days when Tonio Dorio
Would clip and trim my lawn
And make my kitchen grow,
For ten a month are gone.
He now is making wads of pelf,
Takes contracts by the year,
And, on his billheads styles himself
A Mowing Engineer.

"The lads from Greece who cleaned my shoes
Once in a cheaper time,
Now with haughty scowl refuse
My little proffered dime.
One sees them by appointment now,
They've risen, it appears,
And have become, so they avow,
Shoe Surface Engineers.

"Old 'Rastus Johnson comes no more
To take the cans away,
Or knocks upon the kitchen door
To seek his weekly pay.
He's found a means of getting his—
The dusky profiteer—
His card informs me that he is
A Garbage Engineer."



"... the thrill lies in our proficiency ..."

"What's your score?"

EXERCISE for health? Of course we do. But down in our hearts we know that the thrill lies in our proficiency—in making the best score and in landing the biggest string.

What *don't* we do to give ourselves that thrill?

We buy new brassies and mashies—when perhaps what we lack most is the accuracy of vision to judge our distances.

We buy new racquets—when faulty eyes prevent our placing the ball nicely with *any* racquet.

We stock up with new flies—when what we need is the ability to see the ripple before the strike.

We sigh for Roosevelt's guns—when we should be thinking of his glasses.

We pinch our pocket-books for clubs, tackle, gear, equipment—all in order to increase our proficiency. Yet, if we stop to think a minute, we know that in golf, tennis, fishing, hunting, motoring—any outdoor pastime—defective eyesight will spoil our form and take the edge off our enjoyment.

Look to your eyes! Don't fool yourself that you see as well as the other fellow. The only way you can be sure of that is by having your eyes examined.

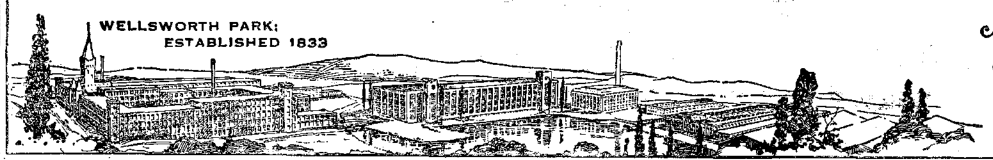
Even if you already wear glasses, have your eyes examined. Many who need special lenses for outdoors aren't aware of it. Perhaps another prescription would improve your game immensely. Perhaps you need your present prescription in the genuine Sir William Crookes glass—the introduction of which in America was an achievement of the Wellsworth Scientific Staff. *You* may need glasses to protect your eyes from wind and dust even though the lenses have little if any power. And anybody who wears glasses outdoors ought to have special outdoors spectacle frames.

Only an eye examination will tell you. And it's probably easier and certainly less expensive to have your eyes examined than to buy even the simplest sporting equipment.

To judge your distances, put sting in your strokes, land the fish, bag the game—to get from outdoors the thrill that outdoors owes you—have your eyes examined without delay.

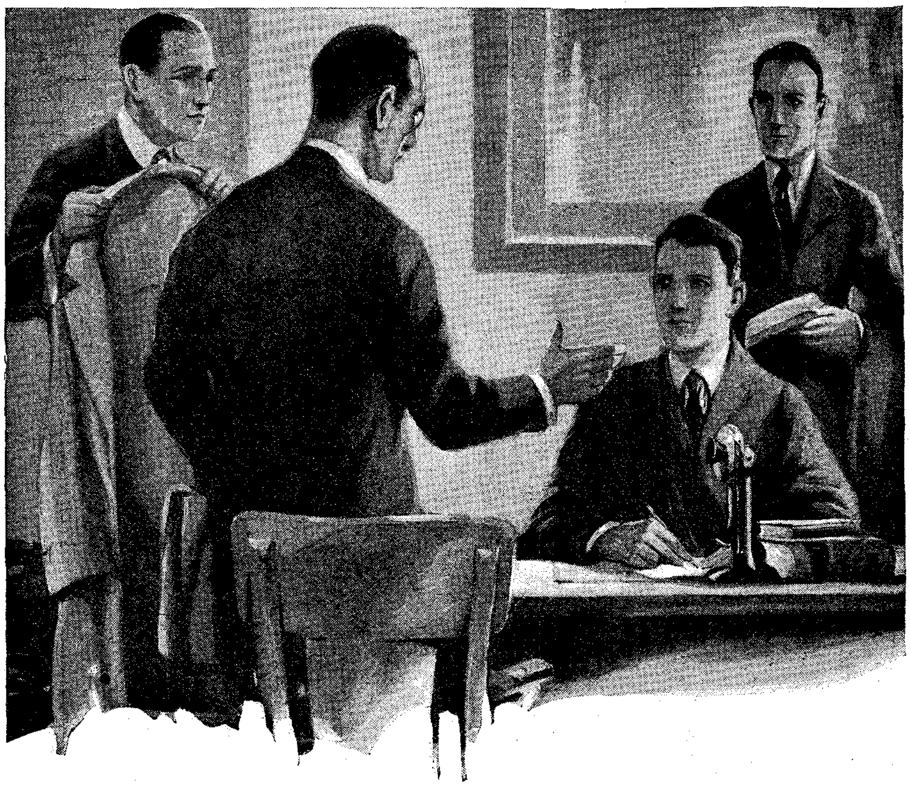
American Optical Company Southbridge Mass U S A

WELLSWORTH
GLASSES



*All that Science can give;
all that Artistry can add*

Copyright 1923, American Optical Company



Your *Logical* Proxy

Reservations
Instructions
Business Deals
Family Affairs
The Stock Market
Important Engagements

NOT all of the items which go to make up the daily budget of the busy man can be attended to instantly by personal contact. Some must be met by proxy. The logical proxy is the telegraph or the cable.

It is the fastest and most certain method for important communications.

And it constitutes a written record!

The MACKAY SYSTEM offers the utmost in telegraph and cable service.

COMPETITIVE

INDEPENDENT THE MACKAY SYSTEM POSTAL TELEGRAPH COMMERCIAL CABLES "THE PULSE OF THE WORLD" PROGRESSIVE

POSTAL TELEGRAPH
COMMERCIAL CABLES
CLARENCE H. MACKAY, PRESIDENT

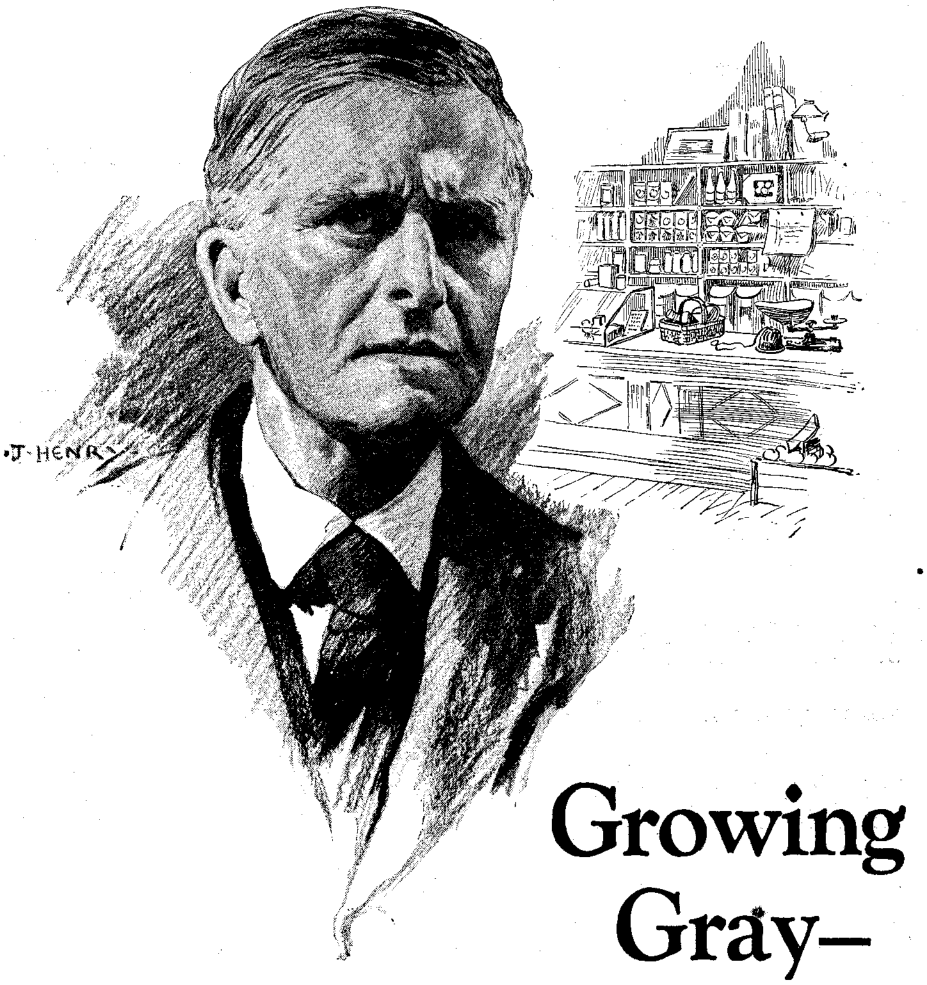
PERSONAL GLIMPSES
Continued

"NED THE NEWSBOY" IN REAL LIFE

NEWSPAPER accounts of the death of George Jay Gould in France strest the fact that this once great financier and power in railroad circles had in recent years withdrawn from active participation in the life of Wall Street. One by one as the "giants" and "wizards" of yesteryear in the world's chief money mart retire or pass to the Great Beyond, their places are taken by potential "giants" and "wizards" not yet known generally to the public.

Among these is Henry Latham Doherty, now director of 150 companies, whose rise to success from a newsboy in his native city, Columbus, Ohio, is but another reminder that America is still the land of opportunity. Writing in the Brooklyn *Eagle*, Edward Ruhfel declares that Doherty "has his fingers on the great pulse of Main Street more closely than any other industrial magnate in the country," that he has amassed a great fortune "by correctly interpreting the wants of millions of people," and that furthermore he is "the most prolific coiner of success epigrams in the finance of the nation." Says Mr. Ruhfel:

> Mr. Doherty is the nearest approach to "Ned the Newsboy," in some volume of the lamented Horatio Alger, it is possible to find among the giants of Wall Street. At the age of ten he assisted in the liberal education of his native city—Columbus, Ohio—by selling newspapers. It is not recorded whether or not he imprest the staid men of affairs to whom he sold papers; at any rate he did not marry the beautiful young daughter of the town Crœsus, for he is still a bachelor at the age of 53. But in other respects his career runs true to Alger form. He studied at night. He picked up his education as he needed it. Ten years after his beginning in business life as a newsboy he became manager of a small gas plant, and ten years later he owned and operated his own concern. Five or six years more and he organized the great Cities Service Company, which controls gas, electric light and power, street railway and similar properties, and which, since organization in 1910, has grown to be the biggest organization of its kind in the country, and probably in the world. Probably $400,000,000, and possibly more, is invested in his companies by an army of more than 100,000 stockholders, which is indeed a tremendous responsibility for any man to bear.
>
> He has been a national figure for more than a decade, but it was the chance discovery of oil that placed him among the giants of the country. His Cities Service Company was originally a modest member of the family of great corporations, without any particular claim to place in the front rank in size or capital. The outbreak of the World War was a very serious matter to the company, not because of its direct influence so much as because foreign investors in its stocks proceeded post-haste to sell and withdraw their money, presumably for investment in war loans or similar needs. That meant in turn that American holders of the stock were unable



Growing Gray—

and making only a bare living

GRAYER AT THE TEMPLES—more furrows of worry on the forehead. And farther away than ever the days when you believed you could "slow down" or even retire—comfortably "fixed".

What you need is a business partner to help you with the figure detail and find the little leaks that are stealing the profit which should be yours.

This easy-to-own Burroughs is such a partner. It saves so much in preventing errors and catching mistakes that it soon pays for itself. It will do all of your adding, subtracting and multiplying in a fraction of the time you must give to pencil work.

And it's so easy to take a Burroughs into partnership. A payment of $12.50 starts it saving for you and easy monthly payments take care of the balance.

A Burroughs has made this Grocer more prosperous

* * *

"THE **Burroughs** Adding Machine which we purchased from you some time ago is *handling many important jobs* in our store.

"**We use the machine** to check each account before the bill is paid. After adding the items we hand the adding machine strip with the sales slip to the customer. The errors found in checking the sales slips alone have *more than paid for the machine.*

"**The most important use** of the machine in our business is in getting the figures to make up a daily statement or report of our business. This report gives us daily the total of the day's sales, total of outstanding accounts, total of money we owe, status of our bank account and the amount we have received on account. *These figures help us* in directing our business and, frankly, I believe there would be fewer failures among retailers if they would get better figures about their business.

"**We feel that** the Burroughs has been a great help to us in getting *vital* facts about our business and has proven to be one of the best investments we ever made.

Very truly yours,
PARK GROCERY COMPANY,
Ballard, Washington."

Burroughs Adding Machine Co.,
6099 Second Blvd., Detroit, Mich.

Please tell me how I can get the information that the Park Grocery Co. gets with a $125 machine.

Name____________________

Address____________________

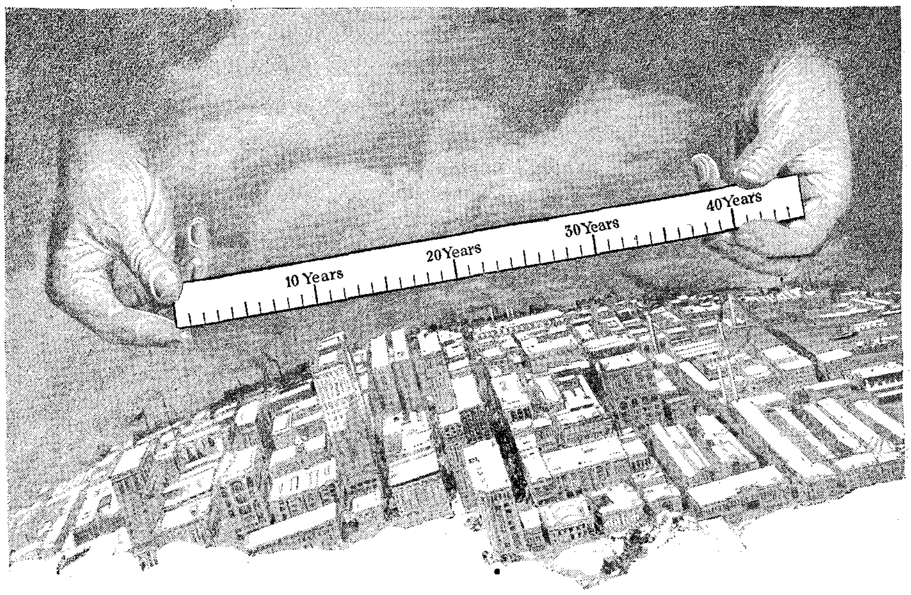
____

Business____________________

Better Figures *make* Bigger Profits

Burroughs

ADDING - BOOKKEEPING - BILLING - CALCULATING MACHINES



Measuring Roofs by the "year-stick"

After all's said and done, there's only one way to measure roof value—that's by the "year-stick."

For when choosing a roof the really important question is: "Which roof will last longest with the least trouble and expense for upkeep?"

In the light of long experience, the logical answer is: The Barrett Specification Roof. For in every section of the country there are roofs of this type that have been in service for thirty, forty or more years, and are still in good condition.

Despite proved durability and freedom from maintenance expense, Barrett Specification Roofs are moderate in first cost. And they provide a degree of fire protection not exceeded by any other kind of built-up roof.

Moreover the Surety Company Bond that guarantees Barrett Specification Bonded Roofs is more than the usual guarantee. It means that the roof was laid by a roofing contractor who has earned the reputation for skillful dependable work. And it also means that the materials called for by The Barrett Specification were properly applied to give the roof maximum strength and durability.

The Only Bonded Roof

Barrett Specification Roofs are not merely guaranteed—they are bonded.

When the roof is 5,000 square feet or larger and located wherever our inspection service is available, the owner receives, without cost, a bond issued by The U. S. Fidelity & Guaranty Company of Baltimore, protecting him against all repair expense during the life of this bond — Type "AA" Roofs, for 20 years; Type "A," for 10 years.

We will gladly send on request full information regarding these bonded roofs and copies of the Barrett Specifications.

The Barrett Company
TRADE B MARK

40 RECTOR STREET — NEW YORK CITY

THE BARRETT COMPANY, LIMITED: 2021 St. Hubert Street, Montreal, Que., Canada

Barrett Specification Roofs
Bonded for 20 and 10 Years

PERSONAL GLIMPSES
Continued

to borrow as before on the stock, that prices fell sharply and that credit for new ventures was not forthcoming.

It might almost be said that "luck" turned the tide in Mr. Doherty's fortunes, for the event which started him on his rise to the heights in the financial world was the unexpected discovery of crude oil in a drilling for natural gas in Butler County, Kansas, nine years ago. Thereupon the Cities Service Company, through its subsidiaries, became immensely wealthy, and—

In 1920, when oil prices reached the highest level in their history, the company earned four or five times as much from the great oil property it had developed as from all of its public properties combined. It was certainly an interposition of Lady Luck; the working out of the huge problems involved, however, was one of the best examples of American adaptability to be found in the whole chronicle of our development of natural resources.

The life history of Mr. Doherty is more or less woven of the same cloth. Step by step it appears to be the advent of opportunity with the man ready and able to embrace it. It is said he is "worth," or, in better English, has a fortune of $25,000,000.

This financier's views on life and the attainment of success are set forth, we are told in "Dohertygrams," some of which are—

"Never give orders—give instructions."

"When a business enterprise starts out, it should always be with the idea of making a greater contribution to the public than the profits it may derive."

"Get a man to believe in you, get the public to think a certain way, and you have unloosed a dynamo of power."

"Given the will to learn, life and industry are better than all the colleges of Christendom."

"Make a game out of your work."

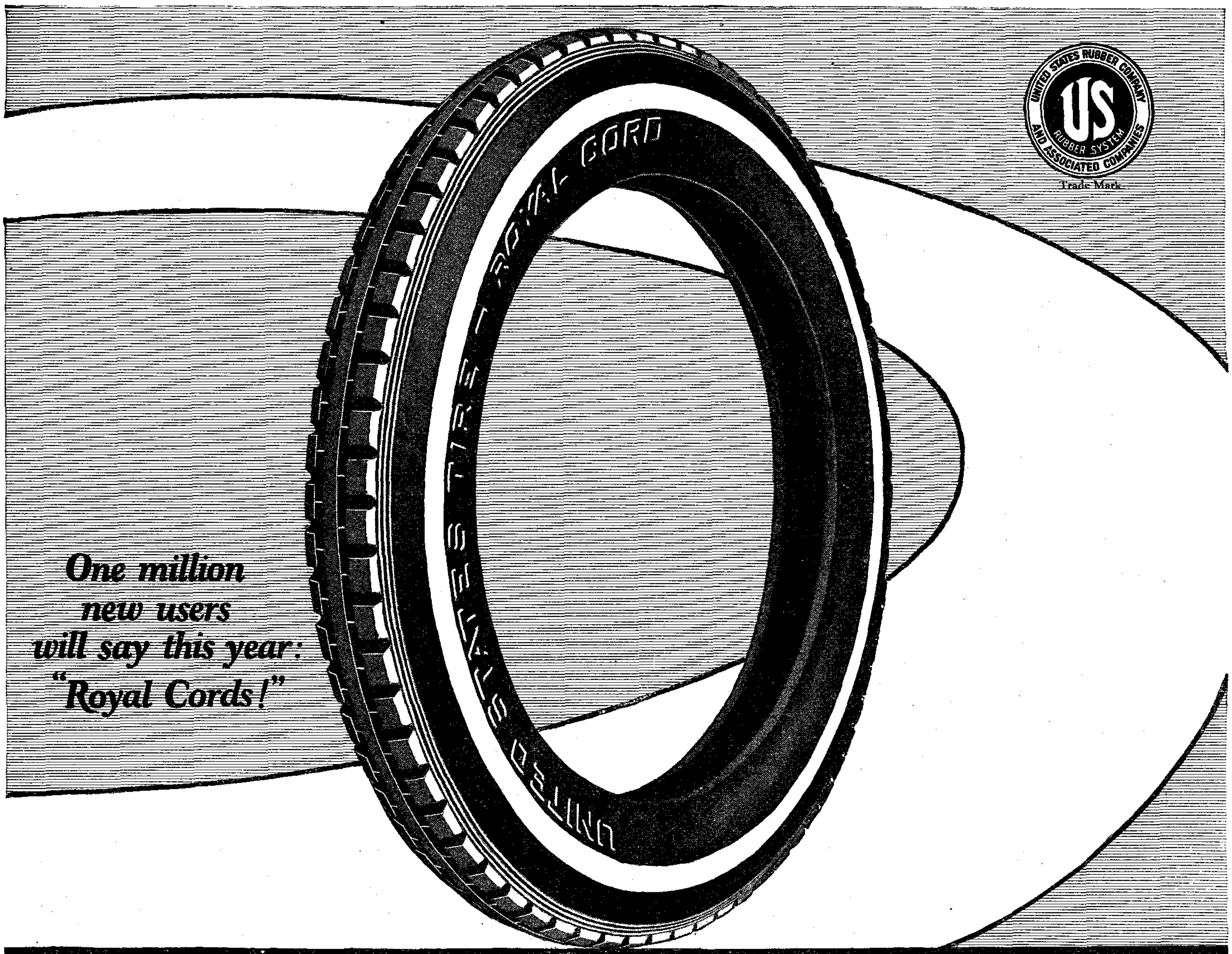
"Good humor is absolutely essential to good mental health."

That is his philosophy of life and business. He does not believe in dissociating the two. One must be lived as the other, and so he coined the following: "The greatest dividend in human life is happiness."

The writer gives a more personal touch to his story by adding that—

In appearance this magnate of public utilities and oil is striking and distinguished. He affects a Vandyke beard, which, with his good head of gray hair, makes him look more like a successful surgeon than a capitalist. His features are regular, and behind the rimless eyeglasses he wears are a pair of bright, twinkling eyes. He gives the impression of a very mild-mannered man, but there have been several episodes, notably a "scrap" with the authorities of Toledo, in Ohio, which prove that there is good, sound steel beneath his manner.

Mr. Doherty is a man of habits that undoubtedly are deemed peculiar by many. For instance, he has never followed the great migration uptown of wealth; his home to-day is on the top of the huge building at 24 State Street. His idea of relaxation is said to be driving a motor car through the mazes of New York traffic. One of his enthusiasms is the destruction of the mosquito plague. Another hobby is fresh air.


One million
new users
will say this year:
"Royal Cords!"
UNITED STATES TIRES — ROYAL CORD
UNITED STATES RUBBER COMPANY
US
RUBBER SYSTEM
AND ASSOCIATED COMPANIES
Trade Mark

If this happens to be the year you come over to Royal Cords

THERE'S not much difference between the way a man buys his first U. S. Royal Cord and the way he buys any other tire.

But there comes a time a little later when he thinks back to see how he came to ask for a Royal Cord.

And why he didn't do it sooner.

* * *

If 1923 happens to be the year you come over to Royal Cords you are likely to notice this—

You didn't buy Royal Cords on the strength of any advertised extravagant mileages.

The makers of Royal Cords believe in letting each tire user make his own comparisons on his own car. That provides every man with the facts in the form most useful to him.

You didn't buy Royal Cords on an impulse. The conviction that the Royal Cord is a good tire had been growing with you for some time.

You didn't buy Royal Cords merely because they are the product of the largest rubber organization in the world.

More than anything else, it has been the simple, understandable policies of the Royal Cord people that have made the Royal Cord seem a tire of personal responsibility.

* * *

It has been the growing understanding among men that Royal Cord value conscientiously out-tops all other tire values today.

United States Tires
are Good Tires

© 1923, United States Rubber Company, New York

PLAYGROUNDS ▾ AT ▾ HOME ▾ AND ▾ ABROAD

A WORLD-WIDE CHOICE OF VACATION SPOTS

UNDER THE AMERICAN FLAG hundreds of thousands of people of this and other countries have the opportunity to spend their vacation, according to their choice, from the Port of New York to the Golden Gate and from Alaska to those regions in the southeastern part of the United States which serve variously as resorts during the winter or the summer months. Visitors from foreign lands come to our shores in greater number than ever before, both from the Orient and from Europe. America's new post of authority among the nations, which has gradually grown stronger during recent years, invites the keenest and most studied inquiry on the part of visitors as to American manners and customs and American commercial and industrial enterprise. But also there is the fascinating attraction of American natural resources, as varied as they are overwhelming in extent. And Americans themselves are showing each year a greater interest in traveling forth from their environment of the year-round daily duties to make acquaintance with the picturesque neighborhoods of their fellow citizens in different sections of the Union.

Nor does anybody need to be told of the steady stream of tourists which pours into Canada in all directions and covers all Canadian territory from the Atlantic to the Pacific. Again we are bound to take note this year of the astonishing exodus of American and Canadian travelers to Europe. They have an entirely different incentive for voyaging eastward in these days. Formerly they went to Europe to see ruins and the evidences of an old, old civilization. Now they go to visit the new Europe—a reborn world of States that have been raised, as it were, from the dead, of States whose existence dates from the throes of war—in a word, they go to observe the Old World that is now new.

For the foreign or native traveler in the United States and Canada, and for voyagers overseas, there could hardly be devised a more thorough account, both practical and pictorial, than that which is compiled from the most authoritative sources and presented in the following columns. We begin with—

VACATIONS IN NEW ENGLAND

Poets have sung, authors have written, artists have painted the charms of New England. Generations have journeyed to and from its seashore, mountains and lakes. Our oldest playground, it retains the popularity of our newest. Like the perennials that grow in its old-fashioned gardens it is ever pleasing to look upon.

Perhaps this is because most of New England's playgrounds have never "built up." The Maine wilderness of which Thoreau wrote still lures the angler and canoeist. Two million acres of forest surround the White Mountains. You may tramp almost two hundred miles over a blazed trail in Vermont and get lost in the Berkshire Hills. True, Bar Harbor and Marblehead spread out their fashionable colonies, but civilization at the seashore does not seem to mar the ocean.

Each of these States has its individuality of recreation and scenic inducements. Maine has a galaxy of coastal attractions, the rare combination in the east of forest-clad mountain meeting surf, and islands, bays, and estuaries innumerable from Passamaquoddy to Casco.

Delightfully situated on these indentations and inlets are the Washington County region from Machias to Calais, with its famous seventy-five-mile "circle" canoe trip on the St. Croix River; the Bar Harbor, Mt. Desert, Penobscot Bay region with Rockland as its center of tourist travel; the Bath-Boothbay area leading to Kennebec River resorts, and the Portland-Biddeford part of the coast with its connection with Sebago Lake-Songo River summering places. Inland the State is a labyrinth of lakes and lakelets, including the Rangeleys; the Dead River region, connecting link between upper Kennebec and the extensive waters of Moosehead, Maine's largest inland body of water.

Accurate information on all resorts is obtainable from the State of Maine Publicity Bureau at Portland.

New Hampshire, aptly named "The Granite State," has the distinction of enclosing within its borders the famous White Mountains, visited by untold thousands for more than a century past. They consist of several parallel ranges whose crowning peak is Mt. Washington (6,290 feet), intersected by deep gorges, which are known in New England nomenclature as "notches."

In the southwestern region is the famous Franconia notch with its rock hewn face of Profile Mountain, on the motor road from Portsmouth and Manchester, and within near reach of Littleton, Bethlehem and Maplewood. Eastward between Intervale and Bretton Woods is the Crawford Notch, penetrated by railway as well as motor road. Near Bretton Woods is Fabyan, with branch railway to the Base Station of the historic Mt. Washington cogwheel railway. The motor road up Mt. Washington ascends from Glen House on the eastern side of the mountain. Mt. Washington is "the crown of New England," the highest elevation in New England, and the views from its summit on a clear day are unsurpassed. The road leading southward from Glen through Jackson, Intervale and the Conways commands magnificent views of the "Presidential" and other peaks, as does the same road north of Glen intersecting Gorham and the Androscoggin Valley. In the far north a few miles east of Colebrook is the wild and picturesque Dixville Notch.

Each of the famous notches may be made the objective of a motor tour almost encircling the White Mountain region, from Plymouth through the Franconia Notch to Bethlehem or Maplewood, thence north to Lancaster and Colebrook, east to the Dixville Notch, thence south along the Androscoggin River to Gorham, Glen, Jackson and thence west and northwest through Crawford Notch to Bretton Woods and Bethlehem.

Franconia Notch, Bethlehem, Fabyan (for Mt. Washington), Bretton Woods, Gorham, Intervale and the Conways are reached by Boston and Maine System; North Conway, Glen and Jackson, Crawford Notch, Bretton Woods and Fabyan (for Mt. Washington) and Colebrook (for Dixville Notch) are on the Maine Central System. Gorham is accessible also by Grand Trunk Railway.

Besides its mountains New Hampshire has lakes, including Sunapee and charming Winnepesaukee, to the shores of which come countless vacationists.

Her eastern border, the picturesque Connecticut River Valley, her western boundary almost one entire shore of Lake Champlain, with the Green Mountain Range lying between, Vermont is supplied bountifully with natural attractions.

Its succession of Green Mountain peaks form the vertebræ of the State's backbone. Besides excellent motor roads following the mountain valleys and including the highway up Mt. Mansfield, Vermont's highest summit and the new road, open this summer, through Smuggler's Notch just east of it, these mountains have a unique vacation attraction. From the Massachusetts line to their northern outposts has been blazed over their ridges by the Green Mountain Club "The Long Trail." This "sky-line" forest pathway is "not a figment of a dream, but a dream realized" for all enthusiastic hikers.

Vermont Lakes are among her vacation delights. The bay-indented shores and northern islands of Lake Champlain are hers, and a drive over these islands from the Chazy Ferry to the

DRURY COLLEGE

California
YOUR BEST VACATION INVESTMENT

Buy Your Round Trip Excursion Ticket to San Francisco—Cool—Picturesque—and the Starting Point in Picking Out Your Future California Home

Cool California has many vacation lands—all different and all wonderful. You may select any one from a hundred or more of these delightful summer resorts—or you may choose half a dozen and visit them all.

More Enjoyment for Your Money

In travel, as in year-round living, California offers vastly more for each dollar of your investment. Only 68 hours from Chicago—and you're in a new world as delightful as it is invigorating. Breathless snowpeaks and blue seas, famous National Parks, redwood forests, vast canyons, sparkling lakes and rivers—hotel verandas and golf links, pack trails and campfires—wherever you are and whatever you're doing, it's but a few hours to something equally cool and enjoyable, and altogether new.

Visit San Francisco

San Francisco—cosmopolitan—fascinating, is America's coolest summer city of large size with daily ocean breezes rippling the great bay. Its picturesque waterfront, Old World cafes, Chinatown, Latin Quarter, smart restaurants and shopping district, Golden Gate Park, California and Stanford Universities, with their big summer sessions, and the interesting Bay District cities nearby hold weeks of enjoyment for you.

Make San Francisco the starting point for all your trips and tours. You'll find most of them within a few hours' ride by train or automobile over superb paved highways. Furthermore—and this is equally important—your days among these wonderlands are almost sure to show you the place—perhaps the very house—in California where you want to live more than anywhere else, and it's likely that you may also discover how you can arrange to do it.

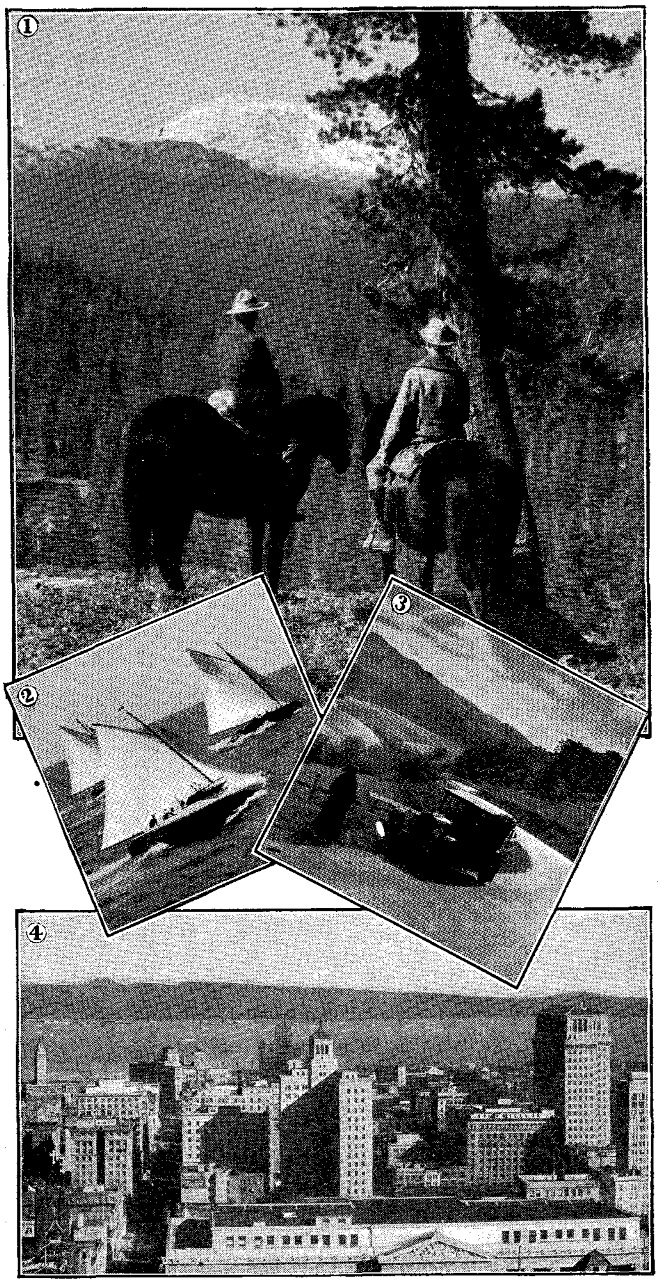
Remember, nearly all of California's most famous localities may be included in your round trip ticket at no greater cost. Your only extra expense will be for such side trips as are not on the main line—or for the longer tour past Mt. Shasta and through Oregon, if you decide to travel that way.

Low Excursion Fares

Any ticket agent in the United States will sell you a special, low round trip excursion ticket to San Francisco and will help you arrange your tour so as to see the greatest possible number of interesting places. Come this summer, prepared to look around and see what life in California is like.

Ask CALIFORNIANS INC.

All of the wonderlands you will see on your visit are just a part of everyday life for people who live in California and are enjoyed, not only in summertime, but twelve months in the year. CALIFORNIANS INC., a non-profit organization of California citizens and institutions interested in the sound development of the State, will welcome and assist you when you arrive. Let us send you further information about California, and help you plan your trip. Fill in and mail the coupon on this page and we will send you without charge our illustrated booklet, *"California, Where Life Is Better"*.



1. *In Lassen Volcanic National Park, central California.*
2. *Daily breezes popularize yachting in San Francisco bay and elsewhere.*
3. *Thousands of miles of paved highways radiate from San Francisco toward every place you'll want to go.*
4. *Here's a glimpse of San Francisco's cool and breezy summer streets, with mountains and redwoods across the bay.*

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Please send me your booklet, *"California, Where Life Is Better"*

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Street____________________

City________________State__________

My Opinion of California

By **Irvin S. Cobb**

It may seem impertinent that I, a native of a southern state and a resident of an eastern state, should be offering my personal opinion of a far western state. But I trust my honest love for California and her people is my excuse. Very few of us absolutely are the masters of our own destinies. If I had to live over again that part of my life which is behind me, I should live it somewhere in that part of California which lies north of the dividing line that separates southern California from the rest of the state.

If I could so order my affairs as to be able to spend the rest of my life in that part of America which offers most in natural beauty and in the attractiveness of its people, again I should choose California.

Always from the hour when I first set foot upon the soil of the state to this present moment, I steadfastly have held that California leads every state of this Union in a majority of the essentials which make for comfort and happiness in living and for the glory of physical surroundings. Californians work just as hard as New Yorkers do—when they work—but when they play they put into their playing a zest and a spirit and most of all a naturalness which one looks for in vain anywhere along the eastern seaboard. Her natural advantages are such that her people can find out-door pleasure in simple and in homely things. The eye is pleased with beauty. The mind is soothed by the most equable climate that we have on this continent. The imagination is stimulated by the whole-souled and hearty optimism of her sons and daughters. In California you find, as you find nowhere else in the Union, a delectable blending of the hospitality of the south, the energy of the north, and the traditional inclinations of her Spanish and her American pioneers.

For my purposes, an ideal way to spend a year would be to give six months of it to living somewhere within a hundred miles of the city of San Francisco, and the other six months living in the California desert a hundred miles from anywhere at all.

❧

San Francisco
Coolest Summer City

The climate of the San Francisco Bay Metropolis is the most uniformly temperate, all-year-round, work-and-play climate enjoyed by any million-sized district in the United States.

Make San Francisco your vacation headquarters this summer and give yourself a week, a month, or more to enjoy its stimulating coolness, its seashore drives and golf courses, its picturesque attractions, its cordial hospitality. Then use San Francisco as a starting point for all your trips.

READ THESE
AVERAGE TEMPERATURES

	Highest	*Lowest*	*Mean*
June	64	50.8	58.5
July	63.7	51.5	58.5
August	63.9	52.8	59.1

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WARDROBE TRUNKS

THE WORLD-WIDE RECOGNITION OF THIS NAME AND THIS MARK PROVES THAT APPRECIATION OF QUALITY IS UNIVERSAL

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Individuality characterizes the product of the leader. This quality is shown in the beauty, and demonstrated by the clothes carrying convenience and strength of Hartmann Cushion Top Wardrobe Trunks.

Forty-six years of devotion to one ideal—to fulfill the traveling needs of the public—have naturally resulted in the production of the best trunks that money can buy.

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HARTMANN

BE SURE THE HARTMANN RED ✕ IS ON THE TRUNK YOU BUY

PLAYGROUNDS AT HOME AND ABROAD—*Continued*

mainland and Burlington discloses such a succession of water and mountain panoramas as can be viewed in few other parts of New England. Stretching across the Canadian border is beautiful Lake Memphremagog, and in southwestern Vermont Lake Bomoseen. There are charming rivers such as the upper reaches of the Connecticut, the White, Battenkill and crystal streams innumerable.

At Burlington on June 10 to 12 will be held the celebration of the 150th anniversary of the settlement of the "Queen City," the opening event in the Lake Champlain Historical Pageant Review, which will include a series of celebrations this summer in the Champlain Valley.

Vermont believes in capitalizing her vacation assets, and from the Secretary of State's office at Montpelier may be obtained copies of "Motor Tours in Vermont," "Vermont Highway Map," "Where to Stop When in Vermont," "Summer Homes in Vermont," etc.

Facing the ocean along Massachusetts' irregular coast-line are some of our most select seaside watering-places with unsurpassed residential and bathing facilities. Newburyport, Gloucester, Beverly and Marblehead are famous in the north shore chain. Duxbury and Plymouth carry us back to the days of Myles Standish. Quaint Cape Cod has an individual charm unlike any other, except possibly Nantucket Island or Martha's Vineyard, while to the Buzzard's Bay region flock fishermen and artists.

Along its western border stretch the Berkshire Hills with their villa communities at Lenox, Stockbridge and Great Barrington.

Little Rhode Island is proud of its Narragansett Bay resorts with aristocratic Newport their center, and Connecticut has its Fishers' Island, New London, and scores of Long Island Sound communities with the southern Berkshires and Litchfield Hills claiming thousands of vacationists.

Like a veritable gigantic spider's web over all these New England States extend in every direction railway lines, including the Maine Central, Bangor and Aroostook, Canadian Pacific, Grand Trunk, Central Vermont, Rutland, Boston and Maine, Boston and Albany and New Haven systems, while all principal ports are connected by water routes of the New England Steamship Co. and the Eastern Steamship Lines as listed in detail elsewhere.

PLAYGROUNDS NEAR NEW YORK

Within the radius of a hundred-mile circle having New York City as its axis are notable ocean and inland playgrounds offering a variety of attractions for single-day trips, week-end jaunts, vacations or summer homes.

Long Island is fringed with excellent bathing beaches, ranging from Coney

Island, the summer amusement city of teeming thousands, to sedate and exclusive Southampton. Along the South Shore are the Rockaways, Long Beach, Great South Bay resorts, the Hamptons, Shinnecock and Amagansett; on the North Shore fronting Long Island Sound, are Great Neck, Oyster Bay, Cold Spring Harbor, Port Jefferson and Greenport with Shelter Island and Peconic Bay summering places between the two outer shore groups. Rail access is by numerous divisions of the Long Island Railroad which burrows under the East River and Manhattan Island directly into the Pennsylvania Station, New York.

Along the New York and Connecticut shore of Long Island Sound extend a long chain of water-front colonies, including permanent and seasonal residences, and representing all types of homes, from stately villas to modest bungalows. Here we find New Rochelle, Larchmont, Mamaroneck, Rye, Port Chester, Greenwich, Stamford, Darien, West Haven, Sound Beach and others, all on the trunk line of the New Haven System.

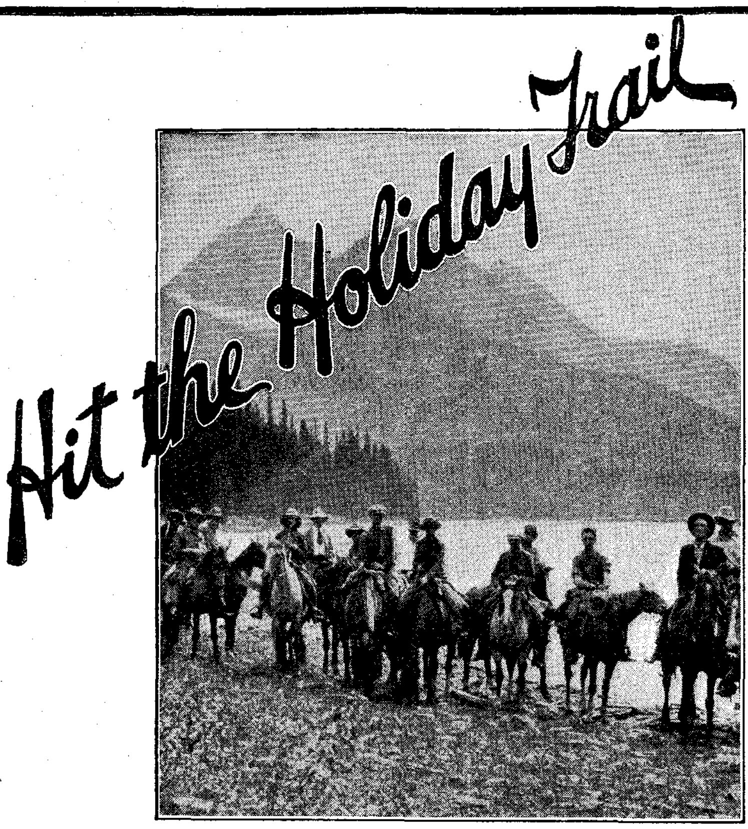
Southward of New York are the New Jersey chain of beaches from Sandy Hook to Cape May, including Long Branch, Asbury Park and Ocean Grove, Belmar, Sea Girt, Barnegat and world-famous Atlantic City, with its imposing array of towering hotels, its incredibly long boardwalk, and its distinction of being a year-round favorite with countless thousands from all States and lands.

Asbury Park, Belmar, Barnegat and intervening chain of resorts are reached by the Central Railroad of New Jersey and divisions of the Pennsylvania System. In conjunction with the direct rail service of the first-named system from New York, a trip to these beaches may be made in part by the steamer line of the "Sandy Hook Route" operating between New York City and Atlantic Highlands with direct rail connection for points southward. Rail approaches to Atlantic City are provided by the Pennsylvania and Reading Systems with service operated over the latter system by the Central Railroad of New Jersey.

If river, mountain, lake and fresh air are more attractive, the vacationist has ample selection.

In the southern Berkshires and Litchfield Hills are many restful places in which to spend vacations among charming natural surroundings, such as Sharon, Lakeville, Salisbury, Norfolk, Litchfield, and others, while if we go farther northward along the Housatonic Valley beyond the hundred-mile circle from New York there are Great Barrington, the Stockbridges and Lenoxes. These points in the Berkshires, and Litchfield Hills region, according to location, are reached by Harlem Division of the New York Central Railroad, the Central New England System, New Haven System, and Boston and Albany Railroad and connections.

Trips up the Hudson River, with its immortal legends, its sacred historic treasures, its natural grandeur and charm are among



Through The Pacific Northwest to Alaska

Marvelous scenic beauty, every kind of outdoor recreation, splendid modern hotels or camps in the wilds make this the vacationland ideal. Stop off at

Glacier National Park

where you can hike, ride horseback, camp and fish, surrounded by nature's most glorious handiwork.

Then continue on to Tacoma, Seattle, Spokane, Portland, Lake Chelan, Rainier and Crater Lake National Parks. Golf, bathing, salmon fishing, motoring, yachting—all the things you like to do best.

Write nearest office for information about low rates, wide choice of routes and free illustrated booklets.

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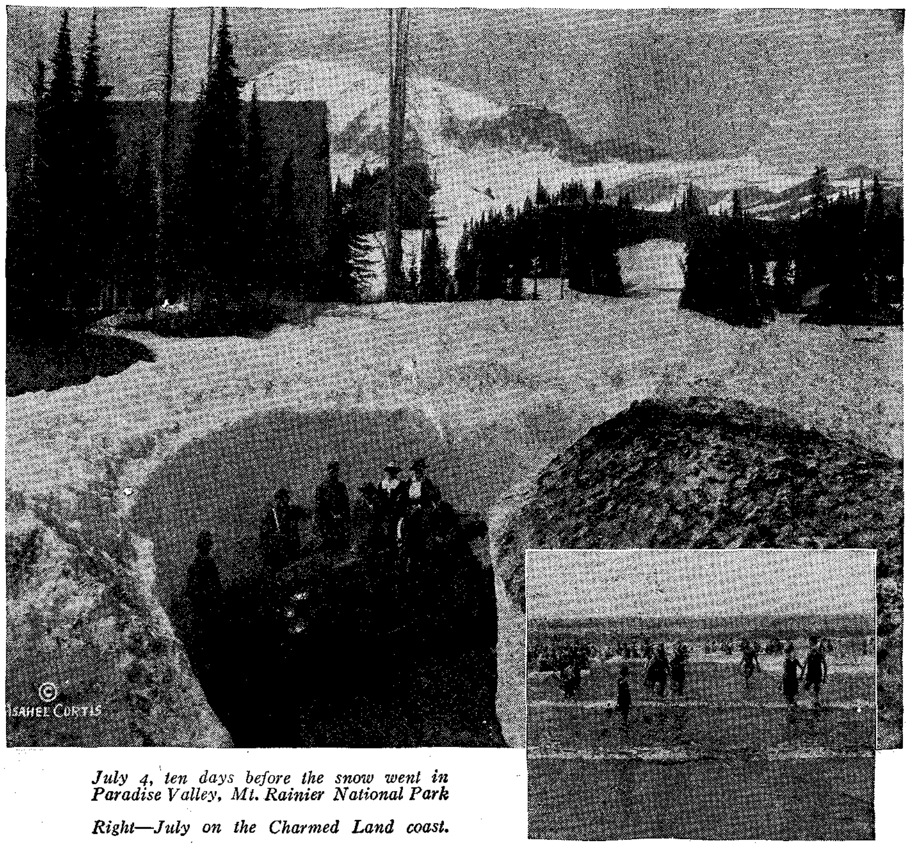
Great Northern Railway

GREAT NORTHERN
GLACIER NATIONAL PARK



July 4, ten days before the snow went in Paradise Valley, Mt. Rainier National Park

Right—July on the Charmed Land coast.

All in a Day in *The Charmed Land*

—Come this Vacation

YOU will take a morning dip in the sea and after luncheon motor up to Mt. Rainier National Park and dine 6,000 feet in the air at the base of the most majestic and inspiring mountain peak on the Continent outside of Alaska, a mountain whose glaciers exceed the entire glacial system of Switzerland and whose base is a gorgeous meadow of Alpine flowers. The horizon will be bounded by other similar peaks. You will do a bit of climbing and if you're fit you will go to the top with the Swiss guides.

You will make pilgrimages to some of the entrancing mountain lakes and cast a fly and fill your creel in nearby streams. You'll go for the King Salmon in the inner reaches of the ocean and motor over hard-surfaced roads along the sea, through stately forests and beautiful countrysides.

You will find good golf everywhere. You will go yachting, canoeing and swimming; hike and climb and camp.

You will have a real Charmed Land vacation and round it out perhaps by running up to Alaska, the world's supreme scenic trip, for the final climax to a golden summer.

The air has the tang of the sea, the ozone of the mountains and the fragrance of the forests—always cool, balmy and restful. You will wonder how you can eat so much and sleep so much and feel so wonderfully fit.

Low round trip excursion fares or a trip through Wonderland for the transcontinental motorist.

Excellent accommodations everywhere and reasonable costs.

Send for the Charmed Land booklet, brimming with alluring details, and come to us this year.

No visitor to any part of the Pacific Coast should fail to travel at least one way via Seattle and The Charmed Land.

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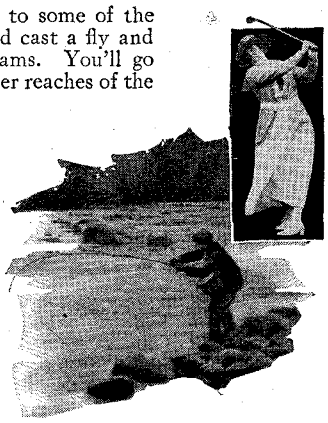
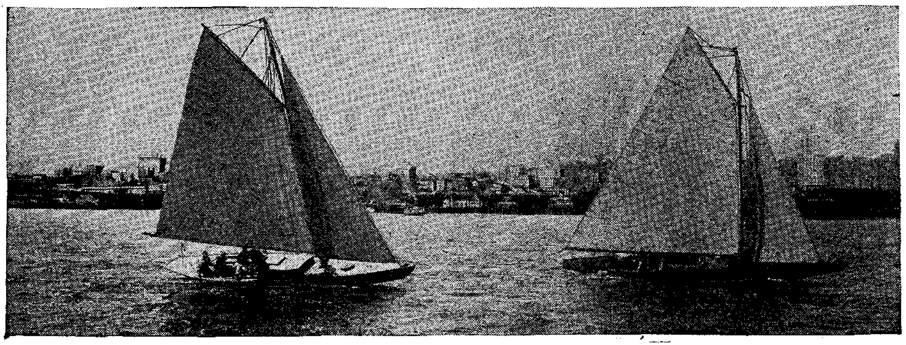
Where travelers Sail for Japan, China, the Philippines and Alaska.





A Trial for Sailing Honors in Seattle Harbor

PLAYGROUNDS AT HOME AND ABROAD—*Continued*

the most pleasurable afforded by any inland waterway. The Palisades at which Henry Hudson marveled from the decks of the *Half Moon*, the Tappan Zee of Irving's legends; Stony Point of Mad Anthony Wayne fame; the Interstate Park, people's mountain playground; the inspiring scenery of West Point and Storm King; historic Newburg; the great bridge at Poughkeepsie; Kingston and Catskill, gateways to the Catskills—these are but a few incidents of a hundred-mile trip which may be well extended to Albany.

As viewed from the spacious decks of the great white steamers of the Hudson River Day Line fleet, the unfolding panoramas of either shore present a continuous series of scenic pictures. On either side of the valley extend divisions of the New York Central System, while the night trip to Albany or Troy may be made by large steamers of the Hudson Navigation Co., equipped with searchlights.

No mountain region near New York attracts greater multitudes of vacationists than do the Catskills, yet there are many parts of this range in which the wilderness yet remains and to which those who love quiet and seclusion go each summer. Even within short walks of the great hotels that have crowned their eastern summits these many years, one may find pristine forests, crystal streams and splashing falls. The dainty cottage colony at Twilight Park and the artists' haunts in the Woodstock country under Overlook Mountain are altogether delightful. In the southern region the blue, forest-fringed waters of Ashokan form entrancing nature pictures albeit the lake is man-made, while leading in from the Stony Clove Gorge is the idyllic Woodland Valley. Toward the west are Roxbury and Stamford, with the towering summit of Mount Utsayantha looking down upon the green valleys and wooded heights. Very near the top of Mount Utsayantha, which is 3,365 feet high, is to be found the grave of Utsayantha, an Indian maiden of long ago, whose tragic love story has become softened through the gentle influence of time. Daughter of the chieftain of the Indian tribe, which dwelt in this region when it was a vast wilderness with only a few white men daring to pioneer, Utsayantha was wooed by one of these newcomers. A child was born to them and Utsayantha's father, in rage at the presumption of the white invader, killed him and drowned the child in Lake Utsayantha. Distracted at her double loss, the legend informs us, Utsayantha herself sought death in the lake, whence her body was recovered by her chieftain father and carried over the long and toilsome trail up near the top of the mountain, where her resting-place is an object of reverent interest to visitors.

Including the watersheds of the Hudson, Delaware and Mohawk Rivers is the Catskill State Park containing 576,120 acres of mountain scenery in this range. The main gateways to the Catskills are at Kingston, thence by Ulster and Delaware Railroad, and at Catskill, thence by motor vehicles, both points accessible by Hudson River Day Line steamers and the New York Central System.

A comprehensive tour of the mountains may be made by motor from Kingston to and along the Ashokan Reservoir, up the Esopus Valley to Phœnicia, Big Indian, Margaretville and Roxbury to Grand Gorge near which New York City is constructing the great Gilboa Dam. Here two alternative routes are available. The Northern Catskills may be visited by continuing east from Grand Gorge to Prattsville, Ashland, Windham and East Windham, with its superb panoramic views, thence down the recently reconstructed State Road to Cairo and Catskill, completing the circle tour by following the west shore post road back to Kingston. The Western Catskills form a delightful tour west from Grand Gorge to Stamford and Oneonta with a continuation to the "Leather Stocking Country" of Cooperstown, and Otsego Lake, the romantic "Glimmerglass" of the famous author.

In the Shawangunk Mountains, southern continuation of the Catskills, is a region of high lakes, streams, forests, fantastic rock formations and towering crags, with large areas of nature unspoiled. Lakes Mohonk and Minnewaska with New Paltz (Walkill Valley branch New York Central System) their gateway, have catered to generations of refined visitors delighting in the exquisite waters, wild mountain drives and trails leading to magnificent views.

In the Western Shawangunks is Cragsmoor and the Ellenville Region picturesque in their surroundings and of high altitude. In the Delaware Mountains including the delightful valleys of the Neversink and Mongaup and the Delaware Valley itself are countless lakes, streams and cascades in high favor with anglers. Gateways to these summer playgrounds are afforded by the New York, Ontario and Western System.

In the northern ranges of the Alleghanies about one hundred miles from New York City are Mauch Chunk, Delaware Water Gap, and the Pocono Mountain Region, favorite summer playgrounds with generations of vacationists. Mauch Chunk is on the line of the Lehigh Valley Railroad, Delaware Water Gap is reached by the Lackawanna and Central Railroad of New Jersey, while the Pocono region is on the Lackawanna's main line.

ALBANY-MONTREAL TRAIL

Indians, early settlers and contending armies have made the route from the Hudson's headwaters to the St. Lawrence Valley among our noteworthy historic pathways. To-day motorists swarm over it, and travelers by rail and boat enjoy its varied attractions.

Over long distances this trail is traversable by water. Actually you may go

A Hundred New Surprises
In This Summer Trip

By A SCHOOL TEACHER

"HOW would you spend your summer this year if you were I?" friends ask me: for they know that I have traveled widely during my vacations.

I reply—"take one of those great trips to Southern California—if you think it's warm in summer, you're mistaken."

Records for forty-four years made by the U. S. Weather Bureau in a great central city in Southern California show average mean temperatures of 66 in June, 70 in July, 71 in August and 69 in September. Surely that is cool. And summer is the *rainless* season too, so if you go to Southern California for only two weeks you can count on two *good* weeks with nothing to interfere with plans.

You have not seen your own United States until you make this trip. I went from Chicago through the great West—the picturesque Indian Country—to Southern California and from there back by way of San Francisco and the Northern Rockies, and that in itself is like a trip to Switzerland.

But it is in the balmy sunshine of Southern California that you become entranced.

The palm trees, the snow-capped mountains, the orange groves, the old missions, the desert, the ocean beaches, the big hotels, the canyons, the enormous moving picture studios, and the wonderful side trips by trolley or automobile amaze you. 4,000 miles of paved motor roads—think of it—and such places as they take you to! It is unlike anything you've ever seen even abroad, and I have been to England, France, Switzerland and Italy. There are a hundred new surprises in this enchanted land.

It's worth while if you have only two weeks. *Change of scene*—that's the great value of a trip like this.

I don't care whether you are interested in education as I am or what your particular interest may be. If you want the summer vacation that will make a new man or woman of you, if you want your children to be better educated as to their great United States, go to Southern California this summer.

Going in summer saves money for there are special low round-trip fares on all transcontinental railroads, between May and October.

Ask any railroad ticket agent or mail the coupon below. You'll have the best time of your life and you'll never regret it, that I can promise you.

You will find here fine hotels with rates, on the average, less than in most other sections, and in no other place will you find a wider range in accommodations.

All Year Club
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Please send me full information about the summer and year around vacation possibilities in Southern California.

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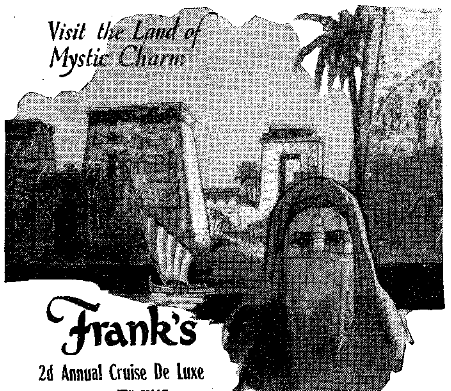
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Sailing Jan. 30, 1924, 67 days, *repeating the complete success of the 1923 Similar Cruise, Same Steamer, visiting*
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The "Scythia" is a veritable floating palace, with spacious decks, lounges, veranda cafes, 2 elevators, gymnasium, commodious staterooms with running water and large wardrobes; bedrooms and suites with private baths. Famous Cunard cuisine and service. (Only one sitting for meals.)
Stop-over privilege in Europe without extra cost, returning via S.S."Aquitania," "Mauretania," "Berengaria" or any Cunard Line Steamer.
Rates, deck plans, itinerary and full information on request.

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FAMOUS STEAMERS
"Washington Irving" "Hendrick Hudson"
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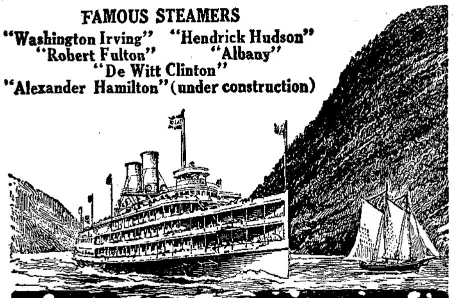


Hudson River by Daylight

Don't miss it this year!—the most delightful inland water trip on the American continent. Inspiring views of lofty Palisades and headlands; beautiful shore vistas; points of historic interest. A new thrill at every turn.

The Pleasant Route To Vacation Lands

No matter which direction you travel, the Day Line forms the ideal connecting link between New York and the Catskills, Berkshires, Adirondacks, Saratoga, Lake George, Lake Champlain, Niagara Falls and all points North, East and West. Delightful One-Day Outings from New York.

Daily and Sunday service—season to October 21. Rail tickets accepted, New York to Albany, Albany to New York.

Write for Illustrated Literature

Hudson River Day Line
Desbrosses Street Pier New York

PLAYGROUNDS AT HOME AND ABROAD—*Continued*

from the Hudson to the St. Lawrence all the way by motor-boat or canoe via State Canal to Lake Champlain and the Richelieu Canal from Lake Champlain to the great river of Canada.

One of the most charming of summer trips over this trail, for the majority of travelers, is that which leads from Albany over the Delaware and Hudson System to Saratoga, thence to Lake George, where change is made for the thirty-mile steamboat sail to the foot of the Lake. A short rail portage follows to Lake Champlain, where another white steamboat is waiting to convey the tourist over the eighty-mile water trip to Plattsburg, thence by train to Montreal.

All of this rail-and-water journey can be made in a single day, if necessary, but tourists who tarry at some of its most attractive points will be repaid richly.

Saratoga, whose springs are now under protection of New York State, retains its prestige established generations ago as one of our most famous spas. Besides its continually bubbling waters, there are delightful parks, and the great race-track which attracts thousands of visitors. Particularly during the racing season—this year's circuit will be from August 1st to September 1st—Saratoga is one of our most animated resorts.

Leaving Saratoga historic regions are entered, the route of savage foe and contending white man, with scenes of numerous battles. The scenery is of exceptional quality. There are few more beautiful visions of nature than that which is disclosed to the traveler as his train descends French Mountain and rolls out to the artistic station and pier at Lake George.

"Extending for thirty-two miles in a northeasterly and southwesterly direction," says the New York State Recreation Booklet devoted to this waterway, "and hemmed in on both sides by high, rugged mountains, which in many places rise precipitously from the water's edge, Lake George, with its wonderfully clear, blue-green water and island-dotted surface, rivals in beauty and picturesqueness the famous lakes of Switzerland, and well justifies its reputation of being the most beautiful lake in all America."

The sparkling waters of Lake Champlain offer still further interest and charm. At their very beginning stands historic Ticonderoga, and further northward the remains of Fort St. Frederic, Fort Amherst and Fort Montgomery, some of these enclosed within a State Reservation. Split Rock Mountain, the boundary monument between Indian tribes, is passed, and the battle-fields of Valcour Island in the northern region may be visited. All the way up or down the lake are mountain panoramas on either shore.

THE ADIRONDACKS

Since the days when Doctor Trudeau discovered their great healing power for mankind, and Robert Louis Stevenson lived among them, the Adirondacks have restored health and given pleasure to countless thousands. Yet much of their area still remains a wilderness, and even that most frequented retains its rare natural charm. Much credit for this preservation is due to the State of New York in creating the great Adirondack Park.

The Adirondacks may be divided into three general divisions. First, the eastern ranges bordering Lake George and Lake Champlain, including the high elevations of Essex County and inspiring scenery of the Keene Valley with Lake George Village, Ticonderoga, Port Henry, Elizabethtown ("the crossroads of the Adirondacks"), Port Kent and Plattsburg as gateways. Second, the Northwest Lake area, bordered on the south by Mount Marcy, the loftiest Adirondack summit, and including Lake Placid, the Saranacs, St. Regis, Loon and Chateaugay Lakes with Westport, Elizabethtown, Port Kent and Plattsburg gateways. Third, the western and southern chains of lakes, including Fulton Chain, Raquette, Blue Mountain, Long Lake, Tupper and Cranberry, the principal gateways to which are points on the Adirondack Division of the New York Central System, and Indian Lake, reached by the Delaware and Hudson.

Nearly the entire Adirondack region is encircled by rail lines; the Delaware and Hudson on the east and north curving southward from Lyon Mountain to Saranac like a bent forefinger; the New York Central System's Adirondack Division diverging from the main line at Utica and with branches reaching the Western, Saranac, Lake Placid and Northern regions.

Throughout the Adirondacks the State of New York has constructed a superb system of paved highways traversing the wildest scenery. The route from Lake George to Lakes Placid and Saranac via Elizabethtown and the Wilmington Gorge, or the route from Elizabethtown to Plattsburg may be mentioned as especially noteworthy.

THE ST. LAWRENCE RESERVATION

In the region named by the Indians "Monatoana," the "Garden of the Great Spirit," are miles of picturesque river scenery with a setting of island gems, protected from desecration by each government having jurisdiction over the territory. The St. Lawrence Reservation of New York State includes all of the river, bays, islands and portions of mainland within the United States border from the lower end of Lake Ontario to a point east of Ogdensburg. The territory adjoining on the north is protected likewise by Canadian authorities. Thus the region constitutes an international park.

Quoting from the New York State descriptive circular: "The beauty of the island scenery, the romantic history of the region, the purity of the air, the restfulness of the surroundings, the attractions for the sportsman, be he an angler for fish, a hunter of game, or a boat racer for excitement or glory, have been the inspiration of historians, tourists, novelists and poets during the past hundred years, all of whom bear testimony to the virtues of 'the Lake of a Thousand Islands.'"

The gateways include three terminals of the New York Central Railroad—at Cape Vincent, Clayton and Ogdensburg, the chief tourist clearing-house being Clayton. Kingston (Ontario), Clayton, and Alexandria Bay are ports of call for Canada Steamship Lines steamers operating on the Toronto-Montreal route.

IN THE ALLEGHANIES

On the long ranges of the Alleghanies, and in the picturesque valleys intervening, are numerous delightful playgrounds. We have already spoken of the Pocono Plateau and the deep mountain gorges at Delaware Water Gap and Mauch Chunk. Southward of these formations rise the Blue Ridge, the Greenbriars and the Great Smokies, with an imposing array of natural attractions.

In the Shenandoah Valley, on the Norfolk and Western System, are those subterranean wonders, the Luray Caverns and the Grottos. In this same valley is another marvel of nature, the Natural Bridge, accessible by Norfolk and Western route and the Chesapeake and Ohio System.

Two long-famous year-round resorts, with mountain surroundings and scenery of rare charm, are the Virginia Hot Springs and the White Sulphur Springs of West Virginia, both situated on the line of the Chesapeake and Ohio System.

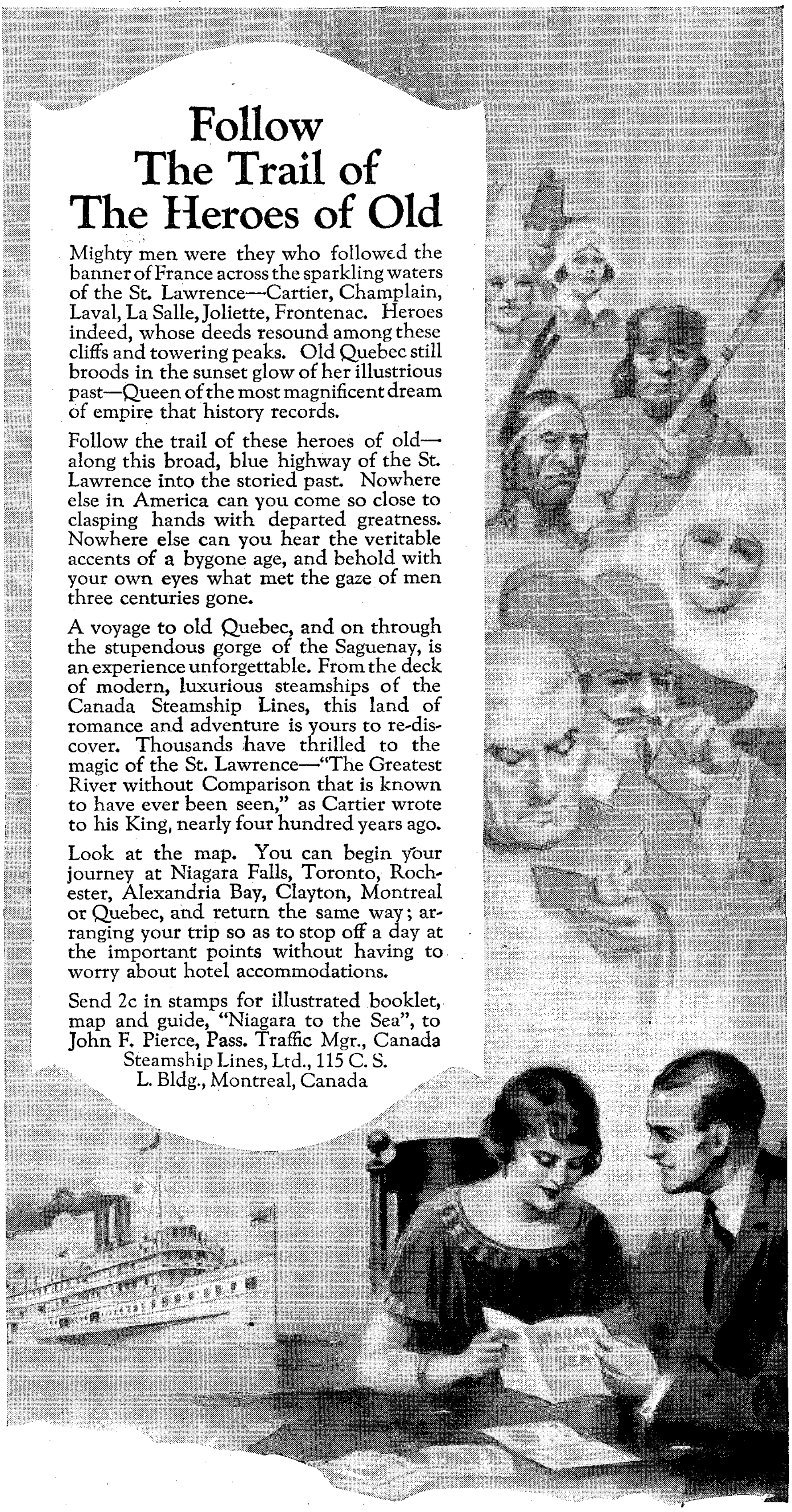
Far to the southward between the Great Smokies and the Blue Ridge is that vast summit-crowned tableland, within which is found mountain scenery unsurpassed east of the Rockies—"The Land of the Sky"—as it is aptly designated. "It is a labyrinth of brawling brooks, leaping rivers, peaks yet unclimbed, gorges still unknown, valleys hidden away among the mountains and visited only by a few," writes John T. Faris in his excellent description in "Seeing the Sunny South" (Lippincott). Three railways penetrate the heart of this region, The Southern, the Carolina and Clinchfield, and the East Tennessee and Western North Carolina with its continuation, the Linville River Railway.

SUMMER VACATIONS IN BERMUDA

Bermuda, one of nature's most colorful pastels set in opalescent waters beneath turquoise skies, is delightful in summer as it is heavenly in winter.

In latitude midway between the West Indies and Nova Scotia, it possesses an even climate and is fanned continuously by ocean breezes. The official average temperature for June is 74.1 degrees, for July 73.3, and for August 75.8 degrees.

It is a fairyland of flowers, coral formations, submarine gardens, drives and walks commanding exquisite sea vistas. Here are no factories, motor cars, trolleys or railway trains. Health and rest conditions are ideal. Indeed, as Tom Moore wrote: "A thousand charms surround thee; here there is health and rest. Sweet, radiant Bermudas, the islands of the blest."



Follow
The Trail of
The Heroes of Old

Mighty men were they who followed the banner of France across the sparkling waters of the St. Lawrence—Cartier, Champlain, Laval, La Salle, Joliette, Frontenac. Heroes indeed, whose deeds resound among these cliffs and towering peaks. Old Quebec still broods in the sunset glow of her illustrious past—Queen of the most magnificent dream of empire that history records.

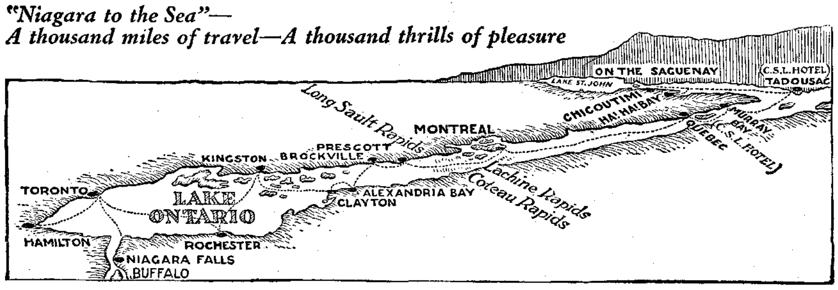
Follow the trail of these heroes of old—along this broad, blue highway of the St. Lawrence into the storied past. Nowhere else in America can you come so close to clasping hands with departed greatness. Nowhere else can you hear the veritable accents of a bygone age, and behold with your own eyes what met the gaze of men three centuries gone.

A voyage to old Quebec, and on through the stupendous gorge of the Saguenay, is an experience unforgettable. From the deck of modern, luxurious steamships of the Canada Steamship Lines, this land of romance and adventure is yours to re-discover. Thousands have thrilled to the magic of the St. Lawrence—"The Greatest River without Comparison that is known to have ever been seen," as Cartier wrote to his King, nearly four hundred years ago.

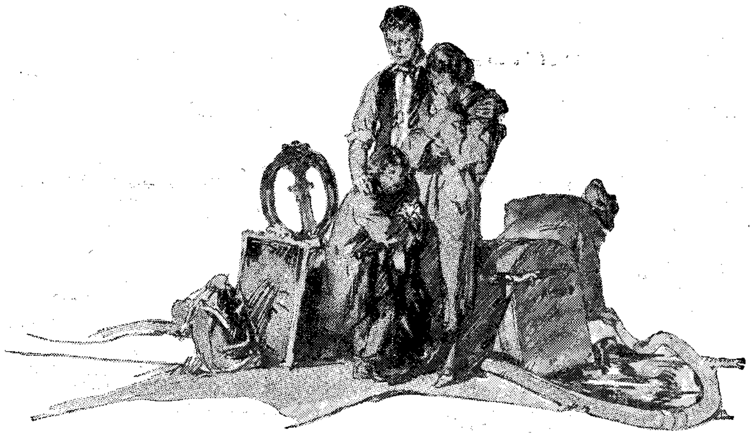
Look at the map. You can begin your journey at Niagara Falls, Toronto, Rochester, Alexandria Bay, Clayton, Montreal or Quebec, and return the same way; arranging your trip so as to stop off a day at the important points without having to worry about hotel accommodations.

Send 2c in stamps for illustrated booklet, map and guide, "Niagara to the Sea", to John F. Pierce, Pass. Traffic Mgr., Canada Steamship Lines, Ltd., 115 C. S. L. Bldg., Montreal, Canada

"Niagara to the Sea"—
A thousand miles of travel—A thousand thrills of pleasure



CANADA STEAMSHIP LINES



How a roofing mistake cost Charlie Benson his home

By DON R. RANSBURG

It was only yesterday that I met Charlie Benson. I hadn't seen him in years. After a few minutes' chat, I asked him about that old-style roof I once put on his house.

"Well, sir," said he, "I have long wanted to tell you about that roof. You see, I have learned a good deal about roofing since then. It has been an expensive lesson, too, for it cost me my home.

"It happened like this: One night during a nearby fire, a burning ember was blown on my roof. Our home was in ruins before the blaze could be put out. We escaped with our lives—that was about all.

"As for my two next-door neighbors' homes, the flying sparks had no effect on those asphalt shingled roofs. They proved a better protection than our fire department.

VULCANITE
ROOFING

"But that is not all I have learned," said Benson. "I have learned that there are many qualities of asphalt shingles. Neighbor Brown's roof, for example, was a complete disappointment. It quickly developed leaks, ruined their interior decorations, and required endless repairing.

"Now I know," said Benson, "that you are wondering about the Vulcanite Roof you put on John Baker's house. That asphalt shingle roof is surely a wonder! The shingles have stayed flat and resisted all kinds of weather. Besides, they make a fine looking roof and are still good today."

* * *

I was sorry to hear of Benson's bad luck; however, I was glad to know about Baker's Vulcanite Roof. For this again confirmed my long-standing belief in this wonderful roofing.

Today, when my customers want a *real* roof, I always recommend Vulcanite. I know it is heavy, rigid, tough and strong—the kind that gives service.

I understand that one of the big reasons back of Vulcanite quality is the Glendinning Saturation Process.* According to this process, I am told, the felt base is run THREE TIMES through a hot asphalt saturating bath. Then huge, steam-heated rollers literally "drive" the excess asphalt into the felt. No soft or porous spots remain to let in moisture and cause rotting.

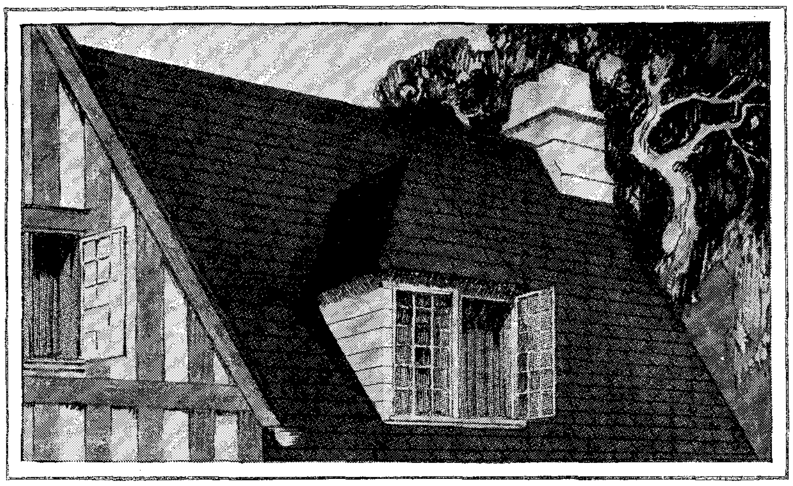
I have often wondered if my experiences with Vulcanite have been exceptional. I am told that thousands of other builders and users have given similar reports—and that it is today one of the oldest and most widely used of all roofings. Moreover, it is *even better* today than ever before.

I usually buy Vulcanite Roofing from local lumber or building material dealers. Or, if I want special information, I write the Vulcanite Division, The Beaver Products Company, Inc., Buffalo, N. Y.

BEAVER

BEAVER

VULCANITE ROOFING, WALL



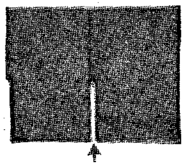
The Vulcanite Roof shown above is made of **"Self-Spacing"** Individual Shingles. Patented "shoulder" automatically regulates the space between shingles. Also seals the roof above the notch. Shingles lay easily and economically—produce an extra thick roof that combines beauty with long wear.

Vulcanite "Hexagon" Slab Shingles produce a beautiful, durable roof of extra thickness and unusual fire-resisting qualities. Easy and economical to lay in the usual way or over old shingles. Patented design gives a deep, tile effect.

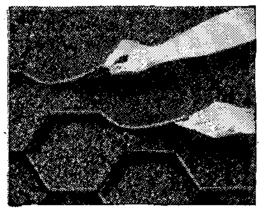
Vulcanite "Doubletite" Slab Shingles make a distinctively individual roof, not unlike Italian tile. Economical to lay. Triangular projections underlie each slot and assure extra wear and weather protection.

Vulcanite Roofings are also made in roll and ordinary shingle styles—for homes, commercial and industrial buildings—in jumbo and standard weights—in smooth finishes, surfaced with mica, talc and sand; also in red and green crushed slate finishes.

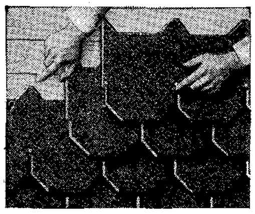
You can always identify Genuine Vulcanite Roofing by the well-known Vulcanite name on the label



No room for rain or snow to blow in here



Vulcanite "Hexagon" Slab Shingles



Vulcanite "Doubletite" Slab Shingles

*Glendinning Saturation Process

Why it insures roofing satisfaction and economy

This process was named after Robert Glendinning, who many years ago founded the Vulcanite Roofing Business in Belfast, Ireland, and who is considered one of the creators of the asphalt roofing industry in this country.

The Glendinning Saturation Process is based upon the continuous method. Only genuine Mexican asphalt and our own make of tough, long fibre, pure felt are used. No imitations, adulterants or other cheapening materials. By means of this process, every tiny niche, crevice and pore of the felt base is thoroughly and permanently impregnated. This process is today one of the biggest reasons why Vulcanite Roofing never softens, dries or curls under summer's hot sun, why it avoids brittle hardness and cracking in freezing weather, why it retains its beauty and weather-proof properties even after years of exposure. In fact, this time-tested process is the foundation upon which the world-wide prestige of Vulcanite Roofing has been built.

Send for Free Samples and Descriptive Folders

101 *Uses for Beaver Wall Board*

Have you a wall or ceiling that needs repairing? Have you some remodeling to do? Do you need additional rooms? Are you building a new garage or summer home? Have you an idle attic? Do you need new partitions in factory, office or store? For these purposes and scores of others where a smooth and easily handled sheet of tough, durable, heat, cold and moisture-proof board is required, use Genuine Beaver Wall Board.

By insisting upon the *genuine*, you gain the advantages of (1) Virgin Spruce Fibre Through and Through. (2) 26-Layer Laminated Construction. (3) Patented "Sealtite" Moisture-Proofing Formula. (4) Kiln-Dried and Seasoned. (5) "Dead-Air" Insulation against cold and heat and sound. (6) Art Mat Surface. Genuine Beaver Wall Board is plainly marked for your guidance and protection. Insist upon seeing the Red Beaver Border and Beaver Trade Mark on the margins of the back face of each panel.

Your lumber or building supply dealer can furnish genuine Beaver Wall Board in panels 32 or 48 inches wide and from 6 to 16 feet long.

Write for a FREE COPY of the BEAVER PLAN BOOK which tells all about Beaver Wall Board.

Beaver Gypsum Wall

Beaver Gypsum Wall comes in large, wide panels of stone-like gypsum plaster, sandwiched between two facings of tough fibre board. These panels are nailed to the studding or over old walls. You can saw them just like lumber.

Beaver Gypsum Walls can be painted, papered or paneled immediately. Will not warp—burn—crack—or crumble. Permanent as a stone wall. Save much labor, time and "muss."

Millions of feet of Beaver Gypsum Wall are used annually in new building construction. It is sold by leading dealers in lumber and building supplies. Upon request we will send you a sample of Beaver Gypsum Wall with complete information on "how to use."

THE BEAVER PRODUCTS COMPANY, Inc. *Administration Offices:* BUFFALO, N. Y., U. S. A.
THOROLD, ONT., CANADA - LONDON, ENGLAND

PRODUCTS

BOARD AND GYPSUM WALL

—the ideal vacation land

SWIM, canoe, golf, hike or rest in luxurious ease midst the scenic beauties of the "playground of the continent." Excellent hotel accommodations at reasonable cost add to the pleasures of a vacation of health, sport and fun at any of Canada's wonder spots.

Dress UP or Rough It

Canada is a great vacation land. Interesting places, scenic woods and waters are found all through the land. Minaki, Great Lakes Cruise, Highlands of Ontario, Algonquin Park (2721 square miles, altitude, 2000 feet), Murray Bay, the Lower St. Lawrence. See Toronto the Queen City and the Thousand Islands. See the Capital City—Ottawa. See the "old world in the new" at Montreal and historic Quebec.

For Real Fishing, Hunting and Camping

Sportsmen and outdoor lovers will revel in virgin streams and big game country in Nova Scotia, New Brunswick, Quebec, Ontario, Alberta and British Columbia.

Low Tourist Fares. Write for booklet 19—mentioning district that interests you. Address the nearest Canadian National Railways office listed below.

BOSTON, 294 Washington St.
BUFFALO, 1019 Chamber of Commerce Bldg.
CHICAGO, 108 West Adams St.
CINCINNATI, 406 Traction Bldg.
CLEVELAND, 522 Kirby Bldg.
DETROIT, 527 Majestic Bldg.
DULUTH, 430 West Superior St.
KANSAS CITY, 334 Railway Exchange Bldg.
LOS ANGELES, 503 So. Spring St.
MINNEAPOLIS, 518 2nd Ave. So.
NEW YORK, 1270 Broadway
PHILADELPHIA, 702 Finance Bldg.
PITTSBURGH, 505 Park Bldg.
PORTLAND, ME., Grand Trunk Station
SAN FRANCISCO, 689 Market St.
SEATTLE, 902 2nd Ave.
ST. LOUIS, 305 Merchants Laclede Bldg.
ST. PAUL, Cor. 4th and Jackson Sts.

Canada welcomes United States tourists. No passports required.

Canadian National Railways

30 DAY TOUR TO EUROPE FOR $425

Other tours up to $1100 ranging from 30 to 80 days. Write for Booklet D-20.

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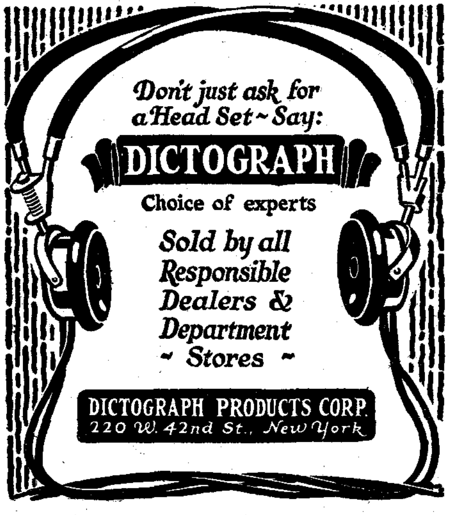
TRUNKS
and Fine Hand Luggage are Incomparable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PLAYGROUNDS AT HOME AND ABROAD—*Continued*

Among the recreation enjoyments of these isles are drives over coral roads, golf, fishing, yachting, bathing, tennis and interesting walks.

Steamship service during the summer months is provided by the Furness Bermuda Line, with three sailings from New York during June and twice-a-week sailings during July, August and September.

ATLANTIC SUMMER COASTWISE TRIPS

North and south along the Atlantic Seaboard, from the Gulf of St. Lawrence to the Gulf of Mexico, coastwise steamships provide cool summer trips ranging in variety from week-end voyagettes to fortnightly cruises as follows:

BOSTON AND YARMOUTH, N. S.

Direct service between these ports, with four sailings weekly in June, six sailings weekly in July, by Boston and Yarmouth Steamship Co.

BOSTON AND ST. JOHN, N. B.

Sailings between these ports twice weekly with calls at Eastport and Lubec, Maine, en route by International Line, Eastern Steamship Lines, Inc.

BOSTON, BAR HARBOR, BLUE HILL, BANGOR

Daily summer sailings by Bangor Line, Eastern Steamship Lines, Inc., to Rockland, Penobscot River landings and Bangor, connecting at Rockland with Mt. Desert and Blue Hill divisions steamers for Blue Hill, Bar Harbor and intermediate points.

BOSTON, BATH, DRESDEN AND GARDINER, ME.

Summer service by Kennebec Line, Eastern Steamship Lines, Inc., connecting at Bath with Bath and Boothbay division steamers.

BOSTON AND PORTLAND

Daily midsummer sailings between either port by Boston and Portland division steamers of the Eastern Steamship Lines, Inc.

BOSTON AND NEW YORK

Daily direct service by Metropolitan Line of the Eastern Steamship Lines, Inc., via Cape Cod Canal. Also daily sailings by Fall River Line, rail between Boston and Fall River, steamers between Fall River and New York with calls at Newport. Combined rail and water service via rail between Boston and Providence, water between Providence and New York is provided by the Bay State Line and the Colonial Line.

NANTUCKET, MARTHA'S VINEYARD NEW BEDFORD AND NEW YORK

Steamers of the Martha's Vineyard and Nantucket Steamboat Company between these points and New Bedford; summer sailings of the New Bedford Line of the New England Steamship Company between New Bedford and New York.

BOSTON AND NORFOLK

Twice a week sailings by vessels of the Merchants and Miners Transportation Co.

BOSTON AND PHILADELPHIA

Three sailings weekly by Merchants and Miners Transportation Co.

BOSTON AND BALTIMORE

Two sailings weekly by steamships of the Merchants and Miners Transportation Co.

BOSTON AND SAVANNAH

Two sailings weekly by ships of the Savannah Line (Ocean Steamship Co.).

TWELVE-DAY CRUISES FROM NEW YORK TO QUEBEC

Twelve-day cruises from New York to Quebec will be continued this summer leaving July 7th and 21st, August 4th and 18th, by Furness-Bermuda Line Steamship *Fort Hamilton*. The route is from New York Harbor out to sea, thence two days' voyage to Halifax where a day's stop is made. Leaving Halifax the course parallels the Nova Scotia coast to the Strait of Canso between Nova Scotia and Cape Breton Island. The ship proceeds through this passage and then through Northumberland Strait, separating New Brunswick from Prince Edward Island. Skirting the Gaspé Peninsula, Percé Rock is passed and the Gulf and River St. Lawrence entered. At Tadousac the ship digresses into the Saguenay, going as far as the famous Capes Trinity and Eternity. Returning to the St. Lawrence the trip continues to Quebec where the ship remains forty-eight hours. The homeward route is identical except that the Saguenay detour is omitted.

TWELVE-DAY CRUISE FROM NEW YORK TO NEWFOUNDLAND

Steamers of Red Cross Line leave New York every Saturday sailing direct to Halifax where a day is spent, thence continuing to St. Johns, Newfoundland, arriving there Thursdays. After two days at St. Johns, the steamer leaves on Saturdays, calling at Halifax on Mondays and arriving back at New York Thursdays.

NEW YORK AND NORFOLK

Three sailings weekly between New York and Norfolk by the Old Dominion Transportation Co.

NEW YORK, CHARLESTON AND JACKSONVILLE

Direct service three sailings weekly between New York and Jacksonville with calls at Charleston, S. Car., is given by steamships of the Clyde Line.

NEW YORK AND SAVANNAH

Three sailings a week direct between these ports by Savannah Line (Ocean Steamship Co.).

NEW YORK, KEY WEST AND GALVESTON

Service by Mallory Line steamships between New York and Galveston with calls en route at Key West.

NEW YORK AND NEW ORLEANS

Direct steamship service with weekly sailings is provided between these ports by the Southern Pacific Steamship Lines, in conjunction with the transcontinental system of the Southern Pacific Railway between New Orleans and Pacific Coast.

PHILADELPHIA, SAVANNAH, JACKSONVILLE

Sailings twice a week by Merchants and Miners Transportation Co.

BALTIMORE, RICHMOND AND NORFOLK

Two divisions of the Chesapeake Steamship Co. provide daily sailings, one from Baltimore to West Point, thence to Richmond by rail, the other direct from Baltimore to Norfolk. Between Baltimore, Portsmouth and Norfolk are operated steamers of the Baltimore Steam Packet Co. Twice-a-week service by Merchants and Miners Transportation Co. steamships is provided between Baltimore and Norfolk.

BALTIMORE, SAVANNAH, JACKSONVILLE

Two sailings each week by vessels of the Merchants and Miners Transportation Co.

WASHINGTON AND NORFOLK

Daily sailings between these cities is afforded by steamers of the Norfolk and Washington Steamboat Co.

SAVANNAH AND JACKSONVILLE

Four sailings each week by Merchants and Miners Transportation Co.

KEY WEST AND PORT TAMPA

Two sailings weekly by steamers of the Peninsular and Occidental Steamship Co.

KEY WEST TO HAVANA

Five sailings weekly by steamers of the Peninsular and Occidental S. S. Co.

NEW ORLEANS TO HAVANA

Sailings every Saturday from each port by steamships of the Southern Pacific Line. Ships of the United Fruit Line leave New Orleans every Saturday and leave Havana every Wednesday.

NEW YORK, CANAL ZONE, SOUTH PACIFIC COAST PORTS, LOS ANGELES HARBOR AND SAN FRANCISCO

Sailings about every three weeks from New York to San Francisco by vessels of the Pacific Mail Steamship Co. with calls at Cristobal and Balboa, Canal Zone; Corinto, Nicaragua; La Libertad, Salvador, San Josê de Guatemala; Manzanillo, Mexico· Los Angeles Harbor and San Francisco.

VOYAGES TO CARIBBEAN LANDS

Summer cruises to southern seas are becoming more popular each year. It is almost invariably cool at sea on these voyages and shore conditions are often more comfortable than in our northern cities. Government statistics show, for instance, that the average maximum temperature at Cristobal, Canal Zone, is 84.2 degrees, the average minimum 75.7, and the monthly average 80 degrees.

NEW YORK, THE BAHAMAS AND CUBA

Weekly sailings from New York, Nassau (Bahamas), Nuevitas and Antilla (Cuba) are provided by the Munson Line. Service to Havana and Mexican ports including Progresso and Vera Cruz is given by Ward Line steamships.

NEW YORK AND PORTO RICO

Between New York and San Juan (Porto Rico) are operated steamships of the New York and Porto Rico Steamship Co., sailing from New York every Saturday. San Juan is also a port of call of "Red D" Line South American steamship route to Mayaguez, Venezuela.

NEW YORK, VIRGIN ISLANDS, BRITISH AND FRENCH WEST INDIES

Fortnightly sailings for St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia and Barbadoes are made by Quebec Steamship Co.'s West Indies service.

NEW YORK, GRENADA, TRINIDAD, DEMERARA

Sailings every fourteen days by steamers of the Quebec Steamship Co. (Trinidad Line).

NEW YORK, HAITI AND PANAMA CANAL

Steamship service by Panama Railroad Steamship Line. Direct service between New York and Panama Canal Zone is given also by steamships of the Grace Line and the Pacific Line on their South American route and by the Pacific Mail Steamship Co., New York-San Francisco route.

TWENTY-THREE-DAY CRUISES FROM BOSTON TO CUBA, COSTA RICA AND CANAL ZONE

Leaving Boston every Saturday by vessels of the United Fruit Co., the route is direct to Havana, where a two-day stop is made. Port Limon, Costa Rica, is a port of call on these cruises, the calls here being alternately on the southbound or northbound trip. The southern terminus of these cruises is Cristobal, Canal Zone.

TWENTY-TWO-DAY CRUISES, NEW YORK TO CUBA, CANAL ZONE AND COSTA RICA

Leaving New York every Saturday during the summer and sailing direct to Havana with three days for shore excursions; thence to Cristobal, Canal Zone, with two days in which to see the Panama Canal and adjacent points of interest; thence to Port Limon, Costa Rica, returning via Cristobal and Havana.

TWENTY-TWO DAY CRUISES, NEW YORK TO JAMAICA, PANAMA, COLOMBIA

Departing from New York Wednesdays are cruises to Kingston, Jamaica; Cristobal, Canal Zone; Cartagena, Puerto Colombia and Santa Marta, Colombia, with opportunity for sightseeing returning via Cristobal and Kingston.

FIFTEEN-DAY ALL-EXPENSE CRUISES FROM NEW YORK TO JAMAICA

Utilizing that division of the United Fruit fleet which is operated between New York, Jamaica, Canal Zone and Colombian ports special all-expense tours from New York to Kingston, Jamaica, leaving Wednesdays, provide ten days at sea and five days ashore at Kingston. Hotel expenses and motor tour through Jamaica are included.

TWENTY-FIVE-DAY CRUISES FROM NEW YORK TO CUBA, JAMAICA, BRITISH HONDURAS, GUATEMALA AND HONDURAS

Sailing from New York on Saturdays, fortnightly, United Fruit steamships are operated to Santiago, Cuba; Kingston, Jamaica; Belize, British Honduras, Puerto Barrios, Guatemala; Puerto Cortez, Tela and Puerto Castilla, Honduras. Ample time for shore trips is available.

SEVENTEEN-DAY CRUISES, FROM NEW ORLEANS TO HAVANA AND PANAMA CANAL

A series of seventeen-day all-expense Caribbean cruises leaving New Orleans, Saturdays, June to September, are offered by the United Fruit Co. Leaving New Orleans the route is to Havana; from Havana the voyage continues to Cristobal, Canal Zone, where two days are allowed for rail and motor trips. From Cristobal the ship sails to Port Limon, Costa Rica, for a call during the day. Thence to Bocas del Toro, Panama, for a two-day stop, returning via Cristobal to New Orleans.

ON THE GREAT LAKES

Each of our "inland seas" and its connecting waters has its individual attractions, and these in unusual variety. Their cool waters offer refreshing trips and delightful waterside resorts. Along their shores are located famous cities worth visiting. Ample summer transportation by well-appointed steamers and excellent hotel accommodations are available. For the transcontinental tourist these waterways provide agreeable breaks in the rail journey, with a night or so saved from the discomfort of the sleeper.

Between Lake Erie and Lake Ontario is situated that most spectacular of American water-ways, the Niagara River with its world-famous falls and its wondrous rapids, just a few miles by motor, trolley or railway train north of Buffalo. A trip down the Niagara Gorge past the turmoil of waters racing through this rocky chasm may be pleasantly extended by a sail over Ontario's blue waters to interesting Toronto, thence to the very end of this Lake where the St. Lawrence receives its waters to carry them through the Thousand Islands fairyland to French Canada and the sea.

Buffalo itself, with its great park system and inviting residential areas, offers diverting sightseeing trips. Within easy reach, too, of Buffalo, are some of New York State's most attractive inland lake resorts, including Chautauqua Lake, reached by the Erie, Pennsylvania and New York Central Systems, and the picturesque "Finger Lakes," Skaneateles, Owasco, Cayuga, Seneca (the largest), Keuka and Canandaigua, reached by the Lehigh Valley and New York Central lines.

Westward of the Buffalo breakwater, the eastern gateway to Lake Erie, extend all manner of steamer routes, from the overnight trip to Cleveland, or Detroit, to the longer voyages to Chicago, or the longest of all, that of more than a thousand miles to Duluth.

Cleveland "The Forest City" with its imposing water-front, its well-kept parks, its splendid public buildings and famous residential districts is a magnet for all sightseers.

Put-in-Bay, with its memorial to Perry's naval engagement of 1813, and the broad bathing-beaches of Cedar Point, are other favorite Lake Erie attractions.

Passage into the Detroit River and up to this wonder-city, whether it be through the channel between Sugar Island Park and Bois Blanc Island or through the Government Ship Canal, is an experience which calls passengers out on deck. The world's greatest automotive factories and the superb Belle Isle Park system are among Detroit's possessions claiming the visitor's interest.

The route beyond continues over the broad waters of Lake St. Clair past the Venice-like summer colonies of the St. Clair Flats through the Government Canal and up the St. Clair River to Port Huron and Sarnia.

Beyond lie the broad waters of Huron with the Georgian Bay and its thirty thousand islands vacationists' paradise, Grand Manitoulin Island resorts, the idyllic Les Cheneaux isles, and Mackinac, with its historical and natural treasures. Along the eastern Michigan coast are Harbor Beach, Bay City, Au Sable, Alpena, and other lakeside summering places.

Passing through the Straits of Mackinac, the shores of Lake Michigan are lined on either side by some of the Great Lakes most popular vacation centers such as the western Michigan chain including, among others, Harbor Springs, Petosky, Charlevoix, Bellaire, Traverse City, Frankfort, Manistee, Luddington, Muskegon, Grand Haven and Benton Harbor, while Wisconsin

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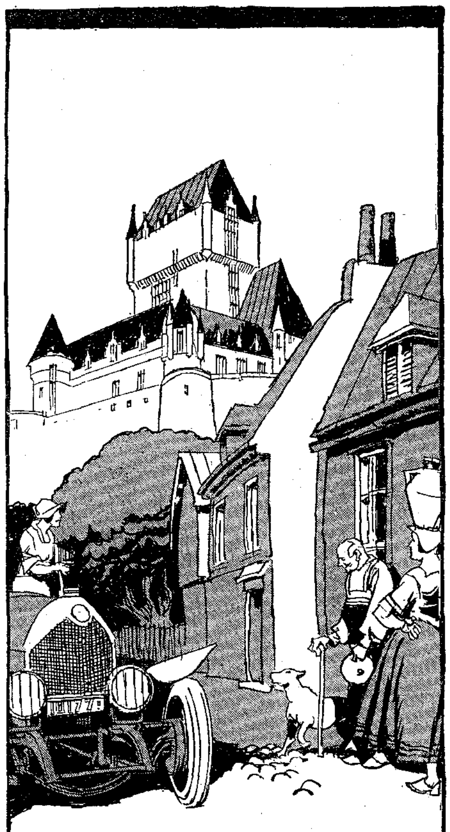

Now in Quebec

This is 1923's thrill for American travellers. Go by motor or railway. Along the St. Lawrence, until—a looming cliff. A 17th Century town huddled at its foot. A medieval fortress along its brim. On its crown—a Castle. A Castle with turrets spreading broadly. A Castle with tower rising majestically. . . This is Greater Chateau Frontenac, open this Spring. A building medieval—with courtyard, halls and chambers on baronial scale. A hotel modern, with equipment and service in Canadian-Pacific style. This combination affords America's strangest contrast,—New-World life in an Old-World setting. Arrange to come this Spring. There's romance in it. Information and reservations at Canadian-Pacific. In New York, 344 Madison Avenue. In Chicago, 140 So. Clark Street. Or, Chateau Frontenac, Quebec, Canada.

Greater CHATEAU FRONTENAC

A CANADIAN PACIFIC HOTEL ATOP OLD QUEBEC

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"The Land of Sky Blue Waters"

"America's Finest Summer Recreationland"

Here nature has created a summer playground with surpassing natural advantages—to these are added man-made comforts not the least of which are **over 1600 summer hotels and camps.** Matchless facilities for every summer pastime.

Many millions of dollars have been and are being spent by the State on good roads—broad highways throughout the State lead to the famed "Ten Thousand Lakes."

You are assured that no matter what your means or taste you will find a hotel or stopping place to suit your purse and requirements; you can camp on the broad highway if you wish—and thousands do—without paying a penny to anybody.

Minnesota bids you come. Get free particulars first if you wish. Address,

Ten Thousand Lakes Association
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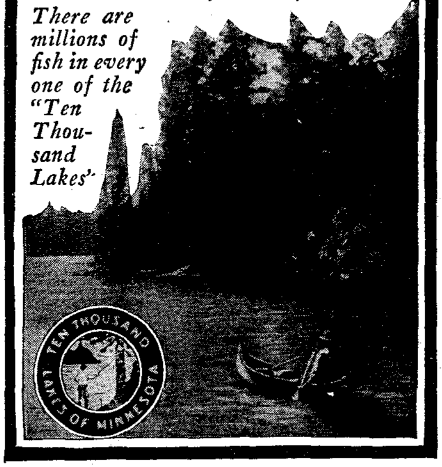
There are millions of fish in every one of the "Ten Thousand Lakes"
TEN THOUSAND LAKES OF MINNESOTA

FLORIDA

Fruitland Park in Florida's lake jeweled highlands will appeal to the homeseeker who, whether wishing land or an orange grove, desires the best. Write for book of actual photographs and learn how you can own your own grove on easy payments. BOARD OF TRADE, 103 Trade Avenue, Fruitland Park, Florida.

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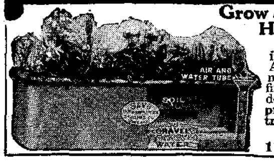

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5-Room House $538

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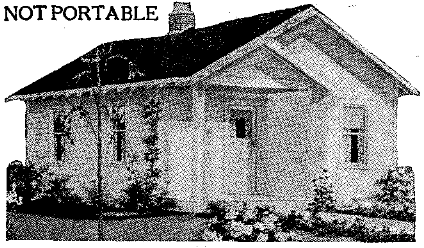

You can buy all the material for a complete home direct from the manufacturer and save four profits on the lumber, millwork, hardware and labor.

Price quoted includes all lumber cut to fit, windows, doors, woodwork, glass, paints, hardware, nails, lath, roofing and complete drawings and instructions. Highest grade lumber for all interior woodwork, siding, and outside finish. Many other designs.

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The ALADDIN Co., BAY CITY MICHIGAN
Wilmington, North Carolina; Portland, Oregon; Toronto, Ontario

COMPLETE LIST OF NATIONAL FORESTS OF THE UNITED STATES

Name	*Location*	*Area (Acres)*	*Main Rail Gateways*	*Rail Routes*
Alabama	Alabama	198,385	Decatur	Louisville & Nashville
Chugach	Alaska	5,232,204	Cordova	Copper River and Northwestern
Tongass	Alaska	15,475,983	Skagway	White Pass & Yukon R .R.
Apache	Arizona	1,226,420	Holbrook	Santa Fe System
Coconino	Arizona	1,784,778	Flagstaff	Santa Fe System
Coronado	Arizona and New Mexico	1,486,980	Tucson	Southern Pacific; El Paso & S. W.
Crook	Arizona	912,161	Globe or Phœnix	Arizona Eastern; Santa Fe System
Dixie	Ariz., Nev. and Utah	556,559	Cedar City, U.	From Cedar City by bus line.
Kaibab	Arizona	752,900	Marysvale	Denver & Rio Grande Western
Prescott	Arizona	1,644,845	Prescott	Santa Fe System
Sitgreaves	Arizona	875,434	Holbrook	Santa Fe System
Tonto	Arizona	2,154,255	Phœnix	Arizona Eastern; Santa Fe System
Tusayan	Arizona	1,494,438	Globe	Arizona Eastern
Arkansas	Arkansas	958,777	Hot Springs	Missouri-Pacific; Rock Island
Ozark	Arkansas	511,616	Russellville	Missouri-Pacific
Angeles	California	1,058,532	San Bernardino	Santa Fe or Southern Pacific
California	California	1,062,572	Ukiah	Northwestern Pacific
Cleveland	California	813,506	San Diego	Santa Fe; Arizona & Eastern
Crater	Cal. & Oregon	1,137,147	Medford	Southern Pacific
Eldorado	Cal. & Nevada	836,200	Placerville	Southern Pacific
Inyo	Cal. & Nevada	1,308,059	Laws	Southern Pacific
Klamath	Cal. & Oregon	1,743,558	Montague	Southern Pacific
Lassen	California	1,306,287	Redding	Southern Pacific
Modoc	California	1,905,499	Alturas	Nevada, California & Oregon
Mono	Cal. & Nevada	1,358,380	Reno, Nevada	Southern Pacific
Plumas	California	1,458,140	Oroville	Western Pacific
Santa Barbara	California	2,288,758	Santa Barbara	Southern Pacific
Sequoia	California	2,021,569	Bakersfield	Southern Pacific; Santa Fe
Shasta	California	1,630,000	Dunsmuir	Southern Pacific
Sierra	California	1,662,560	Fresno, Merced	Southern Pacific & Santa Fe
Siskiyou	Cal. & Oregon	1,657,045	Grants Pass	Southern Pacific & Santa Fe
Stanislaus	California	1,104,412	Stockton	Southern Pacific & Santa Fe
Tahoe	Cal. & Nevada	1,160,982	Sacramento	Southern Pacific
Trinity	California	1,724,125	Eureka	Northwestern Pacific
Arapaho	Colorado	680,021	Fraser	Denver & Salt Lake
Battlement	Colorado	679,918	Grand Junction	Denver & Rio Grande Western
Cochetopa	Colorado	930,220	Salida	Denver & Rio Grande Western
Colorado	Colorado	1,149,594	Longmont	Colorado & Southern, Burlington
Gunnison	Colorado	951,310	Gunnison	Denver & Rio Grande Western
Hayden	Colorado & Wyo.	437,542	Encampment	Union Pacific
Holy Cross	Colorado	1,261,700	Glenwood Springs	Denver & Rio Grande Western
La Sal	Colorado & Utah	552,335	Thompson, Utah	Denver & Rio Grande Western
Leadville	Colorado	1,056,360	Leadville	Denver & Rio Grande West., Col. So.
Montezuma	Colorado	811,620	Mancos	Denver & Rio Grande Western
Pike	Colorado	1,256,112	Colorado Springs	Col. South., Santa Fe, Rock Island
Rio Grande	Colorado	1,221,140	Monte Vista	Denver & Rio Grande Western
Routt	Colorado	819,278	Steamboat Springs	Denver & Salt Lake
San Isabel	Colorado	651,200	Pueblo	D. R. G. W., M. P., S . F., Co. & S.
San Juan	Colorado	1,449,000	Durango	C. & S., D. & R. G. Western
Uncompahgre	Colorado	860,180	Delta	C. & S., D. & R. G. Western
White River	Colorado	870,870	Glenwood Springs	C. & S., D. & R. G. Western
Florida	Florida	719,979	Crestview	Louisville & Nashville
Cherokee	Ga., N. C., Tenn.	827,699	Athens, Tenn.	Louisville & Nashville; Southern
Nantahala	Ga., N. C., S. C.	797,774	Franklin, N. C.	Southern
Boise	Idaho	1,121,195	Boise	Oregon Short Line
Cache	Idaho & Utah	828,376	Logan, Utah	Oregon Short Line from Brigham
Caribou	Idaho & Wyoming	741,985	Montpelier	U. P. branch at Montpelier
Challis	Idaho	1,265,816	Mackay	Union Pacific System from Mackay
Clearwater	Idaho	907,846	Orofino	Northern Pacific (Clearwater br.)
Coeur d'Alene	Idaho	790,234	Coeur d'Alene	Northern Pacific
Idaho	Idaho	1,898,030	McCall	Oregon Short Line from Nampa
Kaniksu	Idaho & Wash.	665,250	Priest River, Ida.	Great Northern
Lemhi	Idaho	1,102,524	Mackay	Union Pacific Syst. from Blackfoot
Minidoka	Idaho & Utah	637,356	Burley, Idaho	Union Pacific Syst. from Blackfoot
Nezperce	Idaho	1,700,639	Stites	Northern Pacific
Payette	Idaho	1,239,139	Emmett	Oregon Short Line
Pend Oreille	Idaho	874,738	Clarksfork	Northern Pacific
St. Joe	Idaho	867,450	Avery	C. M. & St. Paul
Salmon	Idaho	1,643,360	Salmon	Gilmore & Pittsburg
Sawtooth	Idaho	1,177,821	Hailey	Union Pacific
Selway	Idaho	1,802,000	Kooskia	Northern Pacific
Targhee	Idaho & Wyo.	1,400,396	Spencer, Ida	Union Pacific
Weiser	Idaho	663,979	Weiser	Union Pacific
White Mt.	Maine & N. H.	986,112	White Mt. Pts.	Grand Trunk, B.&M., Maine Cent.
Michigan	Michigan	167,057	Sault Ste. Marie	Canadian Pacific and Soo Line
Minnesota	Minnesota	312,476	Cass Lake	Great Northern, Soo Line
Superior	Minnesota	1,268,538	Ely	Duluth & Iron Range
Absaroka	Montana	987,710	Livingston	Northern Pacific
Beartooth	Montana	681,930	Red Lodge	Northern Pacific
Beaverhead	Montana	1,365,000	Divide	Oregon Short Line
Bitterroot	Montana	1,155,868	Hamilton	Northern Pacific (Bitterroot br.)
Blackfeet	Montana	1,128,615	Kalispell	Great Northern
Cabinet	Montana	1,043,224	Thompson Falls	Northern Pacific
Custer	Montana & S. D.	678,189	Miles City	Northern Pacific, C. M. & St. Paul
Deerlodge	Montana	964,000	Butte	No. Pac.; Gt. No.; St. Paul; U. P.
Flathead	Montana	2,003,939	Kalispell	Great Northern
Gallatin	Montana	909,430	Bozeman	Northern Pacific
Helena	Montana	888,631	Helena	Northern Pacific & Great No.
Jefferson	Montana	1,175,205	Neihart	Great Northern via Great Falls
Kootenai	Montana	1,617,140	Libby and Troy	Great Northern
Lewis & Clark	Montana	826,360	Choteau	Great Northern and St. Paul Sys.
Lolo	Montana	1,181,018	Missoula	Northern Pacific and St. Paul Sys.
Madison	Montana	1,035,520	Sheridan	Northern Pacific
Missoula	Montana	1,367,872	Missoula	Northern Pacific and St. Paul Sys.
Nebraska	Nebraska	217,808	Halsey	Burlington Route

COMPLETE LIST OF NATIONAL FORESTS OF THE UNITED STATES
Continued

Name	*Location*	*Area (Acres)*	*Main Rail Gateways*	*Rail Routes*
Dixie	Ariz., Nev. Utah	556,559	Cedar City, Utah	Bus line to Cedar Breaks
Humboldt	Nevada	1,481,156	Elko	Southern Pacific, Western Pacific
Nevada	Nevada	1,197,959	Ely	Nevada Northern
Toiyabe	Nevada	1,900,727	Austin	Nevada Central
Carson	New Mexico	925,301	Taos Junction	Denver & Rio Grande Western
Datil	New Mexico	2,903,720	Magdalena	Santa Fe System
Gila	New Mexico	1,638,053	Silver City	Santa Fe System
Lincoln	New Mexico	1,472,079	Alamogordo	El Paso & S. W.; Rock Is. System
Manzano	New Mexico	927,919	Albuquerque	Santa Fe System
Santa Fe	New Mexico	1,489,987	Las Vegas, Santa Fe	Santa Fe System
Pisgah	North Carolina	1,166,049	Asheville	Southern
Unaka	N. C., Tenn., Va.	851,719	Bristol, Tenn.	Norfolk & Western
Wichita	Oklahoma	61,640	Cache	Frisco Lines
Cascade	Oregon	1,094,485	Eugene, Oakridge	Southern Pacific
Deschutes	Oregon	1,463,840	Bend	Union Pacific Syst,, Oregon Trunk
Fremont	Oregon	935,714	Lakeview	Nevada-California & Oregon
Malheur	Oregon	1,262,840	Crane	Oregon Short Line, Sumpter Val.
Ochoco	Oregon	825,643	Prineville	City of Prineville
Oregon	Oregon	1,159,209	Portland	Un. Pac. Syst., No. Pac., So. Pac.
Santiam	Oregon	719,983	Albany	Southern Pacific
Siuslaw	Oregon	836,321	Marshfield	Southern Pacific
Umatilla	Oregon & Wash.	1,348,770	Walla Walla, Wash.	Union Pac. Syst., Northern Pac.
Umpqua	Oregon	1,221,391	Roseburg, Riddle	Southern Pacific
Wallowa	Oregon	1,053,537	Enterprise	Union Pacific System
Whitman	Oregon	1,482,192	Baker, No. Powder	Union Pacific System
Luquillo	Porto Rico	65,950	Porto Rican Ports	Steamship lines to San Juan
Black Hills	So. Dak. & Wyo.	781,132	Deadwood, S. D.	Burlington Route
Harney	South Dakota	593,937	Newcastle, Wyo.	Burlington Route
Ashley	Utah & Wyo.	987,673	Mack, Colo.	Denver & Rio Grande Western
Fishlake- Fillmore	Utah	731,757 778,563	Richfield; other Utah points on:	Marysvale br. Den. & Rio Gr. W.
Manti	Utah	852,557	Ephraim	Marysvale br. Den. & Rio Gr. W.
Powell- Sevier	Utah	702,469 797,870	Marysvale	Marysvale br. Den. & Rio Gr. W. (southern term).
Uinta	Utah	1,058,462	Provo	Den. & Rio Gr. W., Un. Pac. Syst.
Wasatch	Utah	673,196	Salt Lake City	Five Transcontinental Lines
Monongahela	Virginia, W. Va.	676,966	Elkins, W. Va.	West. Maryland; Balt. & Ohio
Natural Bridge	Virginia, W. Va.	279,986	Lynchburg	So., Chesa. & Ohio, Norfolk & W.
Shenandoah	Virginia, W. Va.	967,680	Harrisonburg, Va.	Ches. & West.; Southern; B. & O.
Chelan	Washington	2,068,110	Chelan	Great Northern
Columbia	Washington	940,920	White Salmon	Spokane, Portland & Seattle
Colville	Washington	815,360	Republic	Great Northern
Olympic	Washington	1,652,000	Port Angeles	Boat from Seattle
Rainier	Washington	1,561,470	Tacoma	Union Pac. Syst. & Northern Pac.,
Snoqualmie	Washington	1,042,000	Seattle Darrington	Northern Pacific
Washington	Washington	1,489,979	Bellingham	Northern Pacific, Great Northern
Wenatchee	Washington	1,354,000	Winton	St. Paul System, Northern Pacific
Bighorn	Wyoming	1,136,200	Sheridan, Buffalo	Burlington Route
Bridger Wyoming	Wyoming Wyoming	701,971 978,894	Kemmerer	Union Pacific
Medicine Bow	Wyoming	511,083	Laramie, Saratoga	Union Pacific
Shoshone	Wyoming	1,611,880	Cody, Wyo.	Burlington Route
Teton	Wyoming	1,926,131	Victor, Ida.	Un. Pac. Syst.
Washakie	Wyoming	864,873	Lander	Chicago & Northwestern

THE GREAT LAKES

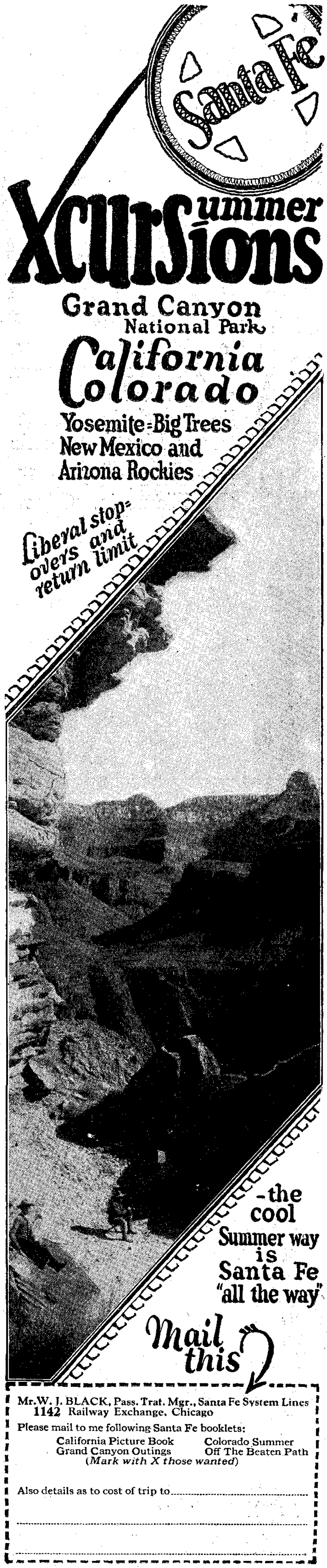
Continued from page 71

offers the delightful Green and Sturgeon Bay regions, Kewaunee, Manitowoc, Sheboygan—to name just a few.

Chicago, the mid-continent metropolis and world's fourth city in population, is a mecca for untold thousands of travelers. Into it lead twenty-four great railway systems and fifteen lines of lesser extent, while Great Lakes water routes radiate in all directions. An objective in itself, it is also a vast clearing-house for transcontinental travelers passing from eastern to western rail highways. Tourists, however, who fail to make Chicago a stopover point and devote a few days to her many attractions will miss seeing one of America's greatest civic creations.

There are twenty-three miles of lake frontage, with thirteen great beaches accommodating thousands of bathers. There are fourteen large and excellently landscaped parks connected by eighty miles of broad, well-paved boulevards and containing municipal golf courses, tennis courts, boating and bathing facilities. There is an outer park system, including a forest reserve of 18,200 acres. There are imposing business and public buildings and hotels with unsurpassed accommodations and ideal locations. Lake excursions leave from the $5,000,000 municipal pier, while in a day's motor trip from this city the many inland and Great Lakes resorts of Illinois, Wisconsin, Michigan, and Indiana, such as Fox Lake, Lake Geneva, Lake Mendota, Beaver Lake, Lake Winnebago and the Green Bay Region of Wisconsin and the Western and Northern Michigan resorts heretofore mentioned, may be reached by excellent roads. Indeed Chicago and its environs have entertainment and interest of every variety.

If the itinerary includes Lake Superior, there is that most truly wonderful gateway through which to pass, the huge locks of Sault Ste. Marie, lifting vessels twenty-two feet to the largest and deepest of all the lakes. On the north shore are the picturesque Michipicoten and Nipigon regions, Isle Royale and important commercial Ports Arthur and William. While on the south shore is found the Hancock-Houghton region with some of the most rugged shoreline scenery on any of these great bodies of water. At the tip-end of this lake is Duluth, where the trip may be continued to the northern National



Xcursions Summer

Grand Canyon National Park

California Colorado

Yosemite-Big Trees

New Mexico and Arizona Rockies

Liberal stop-overs and return limit

-the cool Summer way is Santa Fe "all the way"

Mail this

Mr. W. J. BLACK, Pass. Traf. Mgr., Santa Fe System Lines
1142 Railway Exchange, Chicago

Please mail to me following Santa Fe booklets:

California Picture Book — Colorado Summer
Grand Canyon Outings — Off The Beaten Path
(*Mark with X those wanted*)

Also details as to cost of trip to ....

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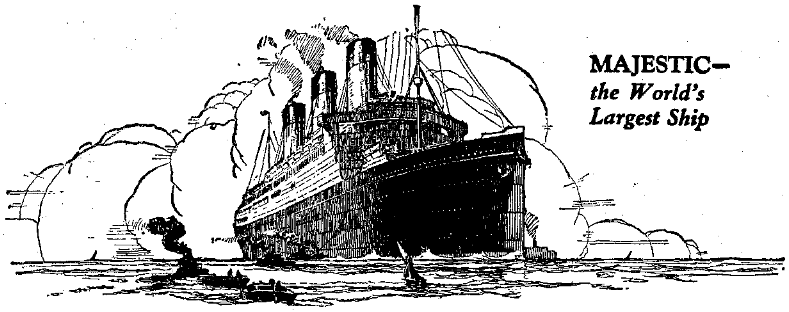
In One Great Service



ENGLAND IRELAND FRANCE BELGIUM GERMANY ITALY

OPERATIONS extending over more than 50 years have witnessed the sound development and sure growth of our famous lines to their present commanding position in the North-Atlantic passenger trade.

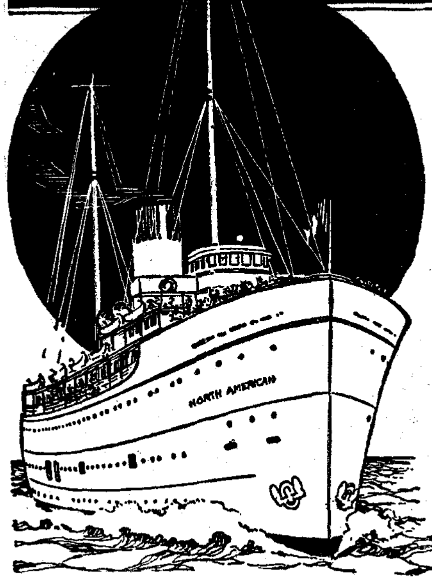
Headed by the world's largest ship *Majestic*, the *Homeric*, *Olympic*, the palatial new *Belgenland* and the famous Big Four of our Liverpool service, our fleets include 14 of the finest cabin liners, and in all 117 ships.

Accommodations to suit every purse and taste still available for summer sailings. Cabin rate $115 up.

No matter what your requirements, we can meet them. Call or inquire for details.

WHITE STAR LINE
AMERICAN LINE **RED STAR LINE**
INTERNATIONAL MERCANTILE MARINE COMPANY

No. 1 Broadway, New York, or any authorized steamship agent.



Be a Guest on One of These Vacation Ships

For a sight-seeing Cruise DeLuxe of over 2000 miles on Lakes Michigan, Huron, St. Claire, Erie and among the **30,000 Islands of Georgian Bay.** Visiting **Chicago, Mackinac Island, Parry Sound, Detroit, Cleveland and Buffalo (Niagara Falls)**—gateway to all Eastern, Canadian and St. Lawrence River points. (Stop-overs allowed.)

The Great Oil-Burning White Liners

North American and South American

offer you comforts and luxuries equal to the finest Atlantic Steamers—broad, roomy decks; commodious lounge rooms; comfortable berths or parlor rooms—everything clean and inviting. Excellent meals. Complete change and rest. Something doing all the time if you want it—deck games, concerts, entertainments, dancing. Social hostess gets you acquainted. Screened in playground with attendant for children.

Tickets bearing rail routing between Chicago, Detroit, Cleveland and Buffalo will be honored for transit upon additional payment.

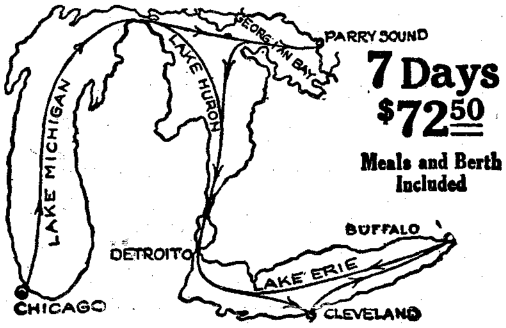
Call or write for pamphlet at any Railway Ticket Office or Tourist Agency or

Chicago, Duluth & Georgian Bay Transit Company

W. H. BLACK, G. P. A.
110 W. Adams St., Chicago, Ill.

W. E. BROWN, Gen'l Agt.
16 E. Eagle St., Buffalo, N.Y.

A Week's Cruise
On Four Great Lakes & Georgian Bay
Semi-Weekly Sailings from Chicago, Buffalo, Detroit, Cleveland & Return



7 Days
$72.50
Meals and Berth Included

A Day of Chicago Sights
A Day at Niagara Falls

PLAYGROUNDS AT HOME AND ABROAD—*Continued*

Parks and the Pacific Coast by rail. Duluth is also the gateway for that lake-dotted region, the Ten Thousand Lakes of Minnesota, beloved by all canoeists, campers and fishermen who have explored its natural wilderness.

A complete table of Great Lakes routes is given below.

GREAT LAKES TRIPS

BETWEEN LEWISTON AND TORONTO

Between Lewiston (direct rail connection with Niagara Falls and Buffalo) and Toronto; frequently daily trips are provided by Niagara Division, Canada Steamship Lines.

TORONTO, ROCHESTER, KINGSTON AND ST. LAWRENCE RIVER POINTS

Between Toronto (direct steamer connection from Lewiston), Rochester, Kingston, Clayton, Thousand Islands and St. Lawrence River points; daily service by Toronto-Rochester-Montreal Division, Canada Steamship Lines, with additional sailings three times a week during July and August between Toronto and Thousand Island Points.

BETWEEN BUFFALO AND CLEVELAND

Daily by Cleveland and Buffalo Transit Co.

BETWEEN BUFFALO AND DETROIT

Daily trips by steamers of the Detroit and Cleveland Navigation Company's fleet.

BETWEEN BUFFALO, INTERMEDIATE PORTS AND DULUTH

Sailings every three days during summer months by steamships of the Great Lakes Transit Corporation calling en route at Cleveland, Detroit, Mackinac, Sault Ste. Marie, Houghton.

BETWEEN BUFFALO, INTERMEDIATE PORTS AND CHICAGO

Two cruises a week are made by ships of the Chicago, Duluth and Georgian Bay Transit Co. westbound from Buffalo calling at Detroit and Mackinac Island; eastbound from Chicago calling at Mackinac, Parry Sound, Detroit, Cleveland.

CLEVELAND, CEDAR POINT, PUT-IN-BAY, TOLEDO

Daily by Cleveland and Buffalo Transit Co.

TOLEDO, SUGAR ISLAND, DETROIT; DETROIT, SARNIA, PORT HURON

Daily trips by White Star Line.

DETROIT, PUT-IN-BAY AND SANDUSKY

Daily trips by Ashley and Dustin Line.

BETWEEN PORT McNICOLL, OWEN SOUND AND FORT WILLIAM

Two sailings weekly by Canadian Pacific Great Lakes Service steamers between Port McNicoll and Fort William, and one sailing weekly between Owen Sound and Fort William with call at Sault Ste. Marie on both services.

MICHIPOCOTEN HARBOR AND OWEN SOUND; OWEN SOUND SAULT STE. MARIE

U. S. and Dominion Transportation Companys.

BETWEEN DETROIT AND DULUTH

Service by Northern Navigation Co. with calls at Sarnia, Sault Ste. Marie and Port Arthur.

MACKINAC ISLAND AND VICINITY

The Arnold Transit Company provides local trips between Mackinac Island, St. Ignace and Cheboygan; also the Les Cheneaux Route.

CHICAGO, GRAND HAVEN, MUSKEGON

Three trips weekly by Goodrich Transit Co.

CHICAGO AND WHITE LAKE

Goodrich Transit Co. Three trips weekly.

CHICAGO AND MILWAUKEE

Daily service by the Goodrich Transit Co.

CHICAGO, GREEN BAY, MACKINAC

Goodrich Transit Co. Weekly service, calling at Milwaukee, Manitowoc, Sturgeon Bay, Escanaba, and other intermediate ports.

CHICAGO AND BENTON HARBOR

Daily service by Benton Transit Co.

CHICAGO AND SOUTH HAVEN

Daily by Chicago and South Haven S. S. Co.

CHICAGO, HOLLAND, SAUGATUCK

Three sailings weekly. Graham and Morton Transportation Co.

CHICAGO, ST. JOSEPH, BENTON HARBOR
Three sailings weekly by Graham and Morton Transportation Co.

CHICAGO AND MACKINAC ISLAND
Four sailings weekly by Michigan Transit Co., calling at Manistee, Traverse City, Charlevoix, Petoskey and Harbor Springs.

CHICAGO, MACKINAC AND BUFFALO
Two cruises each week from Chicago, calling at Mackinac Island, Parry Sound, Detroit, and Cleveland by steamers of the Chicago, Duluth, and Georgian Bay Transit Co. Two trips weekly, Buffalo to Chicago, calling, Detroit, Mackinac.

MILWAUKEE AND MUSKEGON
Daily Service by Crosby Transportation Co.

MILWAUKEE, LUDINGTON, MANISTEE
Six trips weekly by Pere Marquette Line Steamers between Milwaukee and Ludington and three trips weekly between Ludington and Manistee.

AMONG COLORADO ROCKIES

Within a comparatively short radius of Denver are two notable recreation areas, Rocky Mountain National Park on the north, the famous Pike's Peak Region on the south.

Denver, one mile above sea-level, "The city of mountain parks," representative of the best in our civic institutions, is a favorite point of stop-over for thousands of summer tourists. Two hundred miles of snowcapped mountains from Long's Peak to Pike's Peak visible from her limits seem to have imparted their inspiration to the building of this city.

Among the many side-trips is that wonder-ride from Denver up Clear Creek Cañon over the famous Georgetown Loop, while the gateways to Rocky Mountain National Park on the north and Colorado Springs on the south are within easy reach.

Rocky Mountain National Park leads all other national playgrounds in the number of visitors. "It is," writes Enos A. Mills, author of "Wild Life in The Rockies"—

> "a marvelous grouping of gentleness and grandeur; an eloquent, wordless hymn, sung in silent, poetic pictures; a wilderness mountain world of groves and grass plots, crags and cañons, rounded lakes with shadow-matted shores that rest in peace within the purple forest. There are wild-flowers of every color, and many a silken meadow edged with ferns. Brokenness and beauty, terrace upon terrace, a magnificent hanging wild garden."

The numerous rail lines leading to Denver and Rocky Mountain Park are listed elsewhere.

Colorado Springs, with its mountain background and delightful climate, is the principal gateway to the Pike's Peak Region whose varied attractions as succinctly enumerated by the Chamber of Commerce of this enterprising city include:

> "Granite gorges, waterfalls, caves, curiously-carved rocks, cliff dwellings, mountain streams, sequestered glens, cañons, majestic peaks, trails, motor roads, picnic grounds, golf links, and points of vantage that offer wonderful panoramic views."

Indeed, there is so much to see and so many ways to see it that the summer visitor would do well to arrange ample time here in his itinerary.

Within Colorado Springs' park system

Continued on page 77

Another Cruise Around the World on the "SAMARIA"

1924
Jan. 26th—June 3rd
Limited to 400 Guests

THE Cunard Liner, "Samaria," during our memorable 1923 Jubilee Cruise, proved herself so preeminently suitable in construction, equipment and appointments that we have rechartered her with much gratification.

Cook's 1924 Cruise Around the World will be an epic—a superlative opportunity to all who know that yearning and longing to sail clear around the globe and see the wonders, the mysteries and the splendors of the world we live in.

A *superb itinerary* under the management of the ONE TRAVEL ORGANIZATION in the World, especially equipped for this kind of work through its unrivalled experience and its chain of permanent offices all along the route.

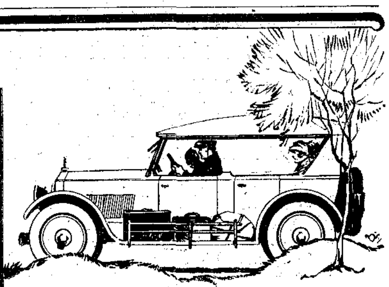
The renowned CUNARD SERVICE — courteous, competent officers —well-trained stewards—unexcelled cuisine—will again enhance the pleasures of the voyage.

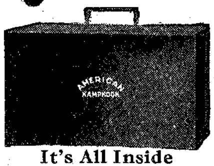
Sailing eastward from New York.

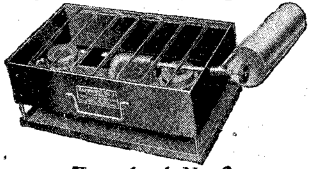
Early Reservations Advisable

THOS. COOK & SON

245 Broadway NEW YORK 561 Fifth Avenue
Boston Los Angeles Philadelphia Montreal Chicago Toronto San Francisco Vancouver







The Kampkook in the illustration is No. 4. Has detachable legs, warming shelf, folding wind shield (folded on cover in picture). Two-quart detachable tank holds six hours' fuel supply. Folds to 4½ x 10½ x 19 inches, weighs 14 pounds. Price in U. S. $11.75.

It's All Inside
All Kampkooks fold like a suit case when not in use with all parts packed inside, protected against loss and breakage.

Kampkook No. 3
The smallest size. Used by a quarter million campers. Folds to 3½ x 9 x 15 inches, weighs 8 pounds. Price $7.50.

When Do We Eat?

The American Kampkook makes the tourist-camper independent of hotels. The great free outdoors becomes your dining room; your table is set wherever you choose to stop. Kampkooking means that meal time is governed by your appetite and your own convenience.

AMERICAN KAMPKOOK
TRADE MARK REG. U. S. PAT. OFFICE
THE IDEAL CAMP STOVE

The camper's best friend. Always ready; set up and going in one minute. Makes its own gas from the same grade of gasoline you use in your car. The hot blue flame is free from smoke, soot and odor. Simple, wind-proof, dependable, safe anywhere. Six styles and sizes, $7.50 to $15.60. The genuine American Kampkook, sold by leading dealers, is easily identified by the name plate. *Write for big illustrated folder showing our full line of Kampkooking necessities.*

American Gas Machine Co., Inc.
833 Clark St., Albert Lea, Minn.

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Your Lawn—and Goodyear Lawn Hose

When you are buying a hose for lawn and garden uses, be sure you get Goodyear Wingfoot Lawn Hose.

It is extra strong, light and durable. It is designed and built so that it will not kink. That in itself means longer life, because, as you know, hose breaks, leaks and wears out where the kinks occur.

Its outer cover is made especially to resist wear in contact with walks, trees and house corners, in the same way that a Goodyear Tire resists rut wear, road wear and curb wear.

Lightness is combined with this maximum strength, so that a woman can handle fifty to a hundred feet of Goodyear Wingfoot Lawn Hose with utmost ease.

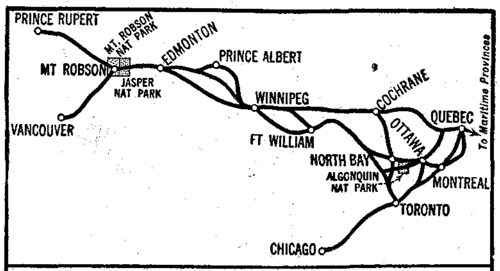
The name Goodyear is on every 4-foot length. It means this excellent hose is made by The Goodyear Tire & Rubber Company, whose products of every kind are known the world over for good wear. Tell your regular dealer you want Goodyear Wingfoot Lawn Hose.

Goodyear Means Good Wear

GOODYEAR
WINGFOOT LAWN HOSE

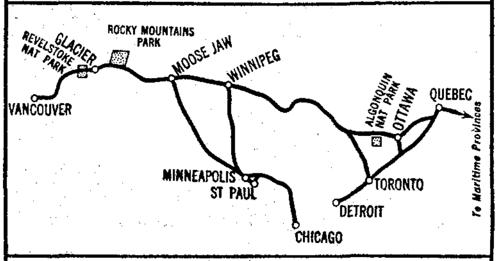
TRANSCONTINENTAL AND INTERMEDIATE ROUTES

In the following table are shown outline maps of leading transcontinental routes, with brief summaries of their more important scenic attractions. Itineraries may be arranged, including innumerable combinations of these main rail highways.


PRINCE RUPERT
MT. ROBSON NAT PARK
MT ROBSON
JASPER NAT PARK
EDMONTON
PRINCE ALBERT
VANCOUVER
WINNIPEG
COCHRANE
QUEBEC
OTTAWA
FT WILLIAM
NORTH BAY
ALGONQUIN NAT PARK
MONTREAL
TORONTO
CHICAGO
To Maritime Provinces

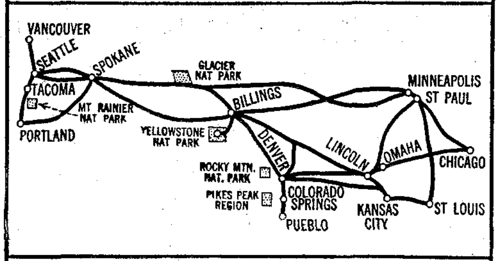
CANADIAN NATIONAL RAILWAYS ROUTE

From the Maritime Provinces these government lines span the Continent terminating on the Pacific Coast at Prince Rupert and Vancouver. Traversing the forest regions of New Brunswick and the St. Lawrence Valley they cross the northern Ontario and Great Lakes Country, Canadian Prairies and Northern Canadian Rockies intersecting Jasper and Mt. Robson National Parks. Two divisions diverge at Mt. Robson, the northern extending to Prince Rupert, the southern to Vancouver. At each port connection is made with Alaska steamships.


ROCKY MOUNTAINS PARK
GLACIER
REVELSTOKE NAT PARK
MOOSE JAW
WINNIPEG
VANCOUVER
ALGONQUIN NAT PARK
OTTAWA
QUEBEC
MINNEAPOLIS
ST PAUL
TORONTO
DETROIT
CHICAGO
To Maritime Provinces

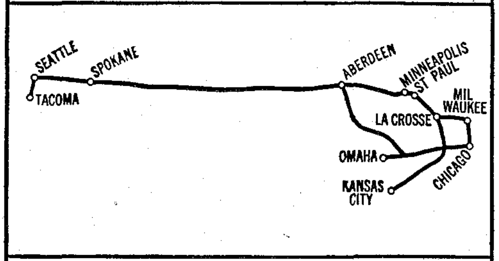
CANADIAN PACIFIC RAILWAY ROUTE

From Coast to Coast, St. John, N. B., to Vancouver, B. C., passing through southern New Brunswick, northern Maine and Quebec Province to Montreal, thence through Ottawa River Valley, Ontario Highlands resorts, Great Lakes Region with steamer service Port McNicoll or Owen Sound and Fort William; Alberta wheat-fields through the heart of the Canadian Rockies Banff—Lake Louise region to Glacier (Canadian) National Park, Emerald Lake, B. C., Columbia, Thompson and Fraser River Valleys. Steamship services on both oceans.


VANCOUVER
SEATTLE
SPOKANE
GLACIER NAT PARK
TACOMA
MT RAINIER NAT PARK
BILLINGS
MINNEAPOLIS
ST PAUL
PORTLAND
YELLOWSTONE NAT PARK
DENVER
LINCOLN
OMAHA
CHICAGO
ROCKY MTN. NAT. PARK
PIKES PEAK REGION
COLORADO SPRINGS
PUEBLO
KANSAS CITY
ST LOUIS

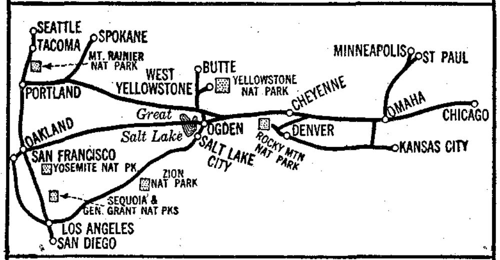
BURLINGTON — GREAT NORTHERN —NORTHERN PACIFIC ROUTES

Chicago or St. Louis to St. Paul or Billings, by Burlington System, to Glacier Park, Northern Rockies and Pacific Northwest by Great Northern System. Chicago or St. Louis to St. Paul or Billings by Burlington System, thence to Yellowstone Park and Pacific Northwest by Northern Pacific System. Chicago, or St. Louis to Denver, Rocky Mountain Park, Yellowstone Park by Burlington System, thence via Billings to Glacier Park and Pacific N. W. by Great Northern System, or from Billings to Coast by Northern Pacific.


SEATTLE
SPOKANE
TACOMA
ABERDEEN
MINNEAPOLIS
ST PAUL
MIL WAUKEE
LA CROSSE
OMAHA
KANSAS CITY
CHICAGO

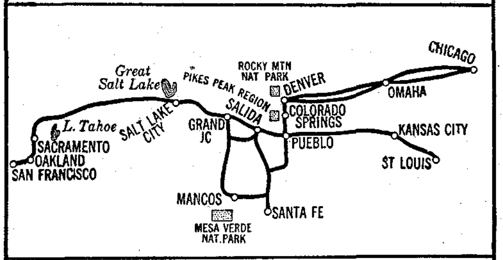
CHICAGO — MILWAUKEE — ST. PAUL ROUTE

This route after leaving Chicago crosses the Wisconsin Lake Region, follows the picturesque Upper Mississippi Valley, crosses the prairies of Minnesota and South Dakota, follows the passes of the Saw Tooth, Bitter Root and Cascade ranges and intervening valleys to the Pacific Northwest. Altho not directly touching National Parks, it is within short reach from Seattle and Tacoma of Rainier National Park. Six hundred and forty-nine miles of this system are under electrical operation.


SEATTLE
TACOMA
SPOKANE
MT. RAINIER NAT PARK
BUTTE
WEST YELLOWSTONE
YELLOWSTONE NAT PARK
MINNEAPOLIS
ST PAUL
PORTLAND
CHEYENNE
OMAHA
CHICAGO
Great Salt Lake
OAKLAND
OGDEN
DENVER
SAN FRANCISCO
SALT LAKE CITY
ROCKY MTN NAT PARK
KANSAS CITY
YOSEMITE NAT PK
ZION NAT PARK
SEQUOIA & GEN. GRANT NAT PKS
LOS ANGELES
SAN DIEGO

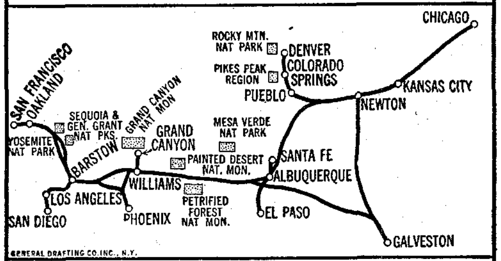
CHICAGO & NORTHWESTERN—UNION PACIFIC — SOUTHERN PACIFIC ROUTES

Chicago to Omaha, Ogden and San Francisco by Northwestern System to Omaha; Overland Route—Union Pacific System to Ogden, thence by Ogden Route—Southern Pacific—across Great Salt Lake, or from Chicago to Omaha, Granger, Salt Lake, Yellowstone Park, Pacific Northwest, by Northwestern System to Omaha, thence Union Pacific System. Or from Chicago to Omaha and Ogden by Northwestern-Union Pacific Routes, thence via Salt Lake to Los Angeles by Union Pacific.


CHICAGO
Great Salt Lake
PIKES PEAK REGION
ROCKY MTN NAT PARK
DENVER
OMAHA
SALIDA
COLORADO SPRINGS
L. Tahoe
SALT LAKE CITY
GRAND JC
KANSAS CITY
PUEBLO
SACRAMENTO
OAKLAND
SAN FRANCISCO
ST LOUIS
MANCOS
SANTA FE
MESA VERDE NAT. PARK

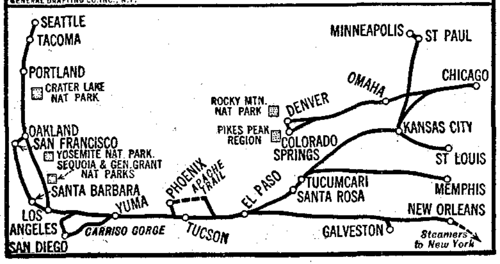
DENVER & RIO GRANDE WESTERN-WESTERN PACIFIC ROUTE

With through car service from Chicago via Burlington Route and from St. Louis via Missouri Pacific System this rail highway to California leads from Denver through the Pikes Peak-Colorado Rockies Region to Salt Lake or Ogden (connection at Ogden with Union Pacific for Yellowstone Park and Pacific Northwest) by Denver & Rio Grande Western System, from Salt Lake to San Francisco via the Feather River Canon Line of the Western Pacific System. Includes Gateway to the Mesa Verde National Park.


CHICAGO
ROCKY MTN. NAT PARK
DENVER
SAN FRANCISCO
OAKLAND
PIKES PEAK REGION
COLORADO SPRINGS
GRAND CANYON NAT MON
PUEBLO
KANSAS CITY
NEWTON
SEQUOIA & GEN. GRANT NAT PKS
GRAND CANYON
MESA VERDE NAT PARK
YOSEMITE NAT PARK
BARSTOW
PAINTED DESERT NAT. MON.
SANTA FE
ALBUQUERQUE
WILLIAMS
LOS ANGELES
PETRIFIED FOREST NAT. MON.
EL PASO
SAN DIEGO
PHOENIX
GALVESTON
GENERAL DRAFTING CO. INC., N.Y.

SANTA FE—GRAND CAÑON ROUTE

From Chicago to Los Angeles and San Francisco along the Santa Fe Trail of pioneer days including the Petrified Forest, Painted Desert, Grand Canon, Sequoia, General Grant and Yosemite National Parks with divisions extending northward from La Junta to Colorado Springs and Denver and through car service from New Orleans to the Pacific Coast by the Santa Fe's southern division in connection with Gulf Coast Lines. From Galveston connection is made with through car at Houston. El Paso and Phœnix are other points reached by this system.


SEATTLE
TACOMA
MINNEAPOLIS
ST PAUL
PORTLAND
CRATER LAKE NAT PARK
CHICAGO
OMAHA
ROCKY MTN. NAT PARK
DENVER
OAKLAND
SAN FRANCISCO
YOSEMITE NAT. PARK.
SEQUOIA & GEN. GRANT NAT PARKS
PIKES PEAK REGION
COLORADO SPRINGS
KANSAS CITY
ST LOUIS
PHOENIX
APACHE TRAIL
EL PASO
TUCUMCARI
SANTA ROSA
MEMPHIS
SANTA BARBARA
YUMA
NEW ORLEANS
LOS ANGELES
CARRISO GORGE
TUCSON
GALVESTON
Steamers to New York
SAN DIEGO

THE ROCK ISLAND—SOUTHERN PACIFIC ROUTES

Both routes converge at El Paso, thence continue with same scenic attractions including Apache Trail, Carisso Gorge, Coast Resorts, California National Parks. The Rock Island System (also with direct line to Denver and Colorado Springs Region) operates California Service from Chicago, St. Louis, Memphis, via El Paso and Southwestern Tucumcari to El Paso, thence by Southern Pacific System. The Sunset Route of the Southern Pacific extends from New Orleans (direct steamer connection with New York) to San Diego, Los Angeles, San Francisco, connecting with Shasta Route for Portland.

AMONG COLORADO ROCKIES

Continued from page 75

comprising 3,000 acres are included: The Garden of the Gods, North Cheyenne Cañon, Palmer Park and miles of boulevards and trails. The Cripple Creek Short Line, beginning at Colorado Springs, will give you more thrills than any rail journey of similar distance on the continent. Manitou with its healing springs is the starting point of the famous Cog Wheel Railway climbing to the summit of Pike's Peak. If you prefer to motor to this lofty summit a wonderful mountain highway is available.

A short walk from Manitou are ancient cliff dwellings and the Taos Indian Pueblo. The Crystal Park motor trip or a drive through Ute Pass over the Lincoln Highway will bring you into intimate contact with sublime mountain scenery. And so we might go on with the attractions of the Pike's Peak Region *ad infinitum.* In few places are so many natural wonders brought closer to man.

Colorado Springs is reached directly by the Rock Island, Santa Fé, Denver and Rio Grande Western, and Colorado and Southern; also by connection with all lines intersecting Denver.

In the far southwestern corner of Colorado, reached by a picturesque rail trip over the Denver and Rio Grande Western to Mancos, thence by motor, is the Mesa Verde National Park in which the Government has preserved for posterity intensely interesting remains of prehistoric civilization.

YELLOWSTONE AND GLACIER PARKS

"Of all the National Parks, Yellowstone is the wildest and most universal in its appeal," said Emerson Hough, author of "The Covered Wagon" (Appleton). "There is more to see there—more different sorts of things, more natural wonders, more strange and curious things, more scope, more variety—a longer list of astonishing sights—than any half-dozen of the other parks combined could offer."

All of the natural wonders of the more than two million acres of this reservation, including the geysers, cañons, cataracts, fossil forests, etc., are made accessible by motor stage transportation over Government roads connecting with each of the rail approaches.

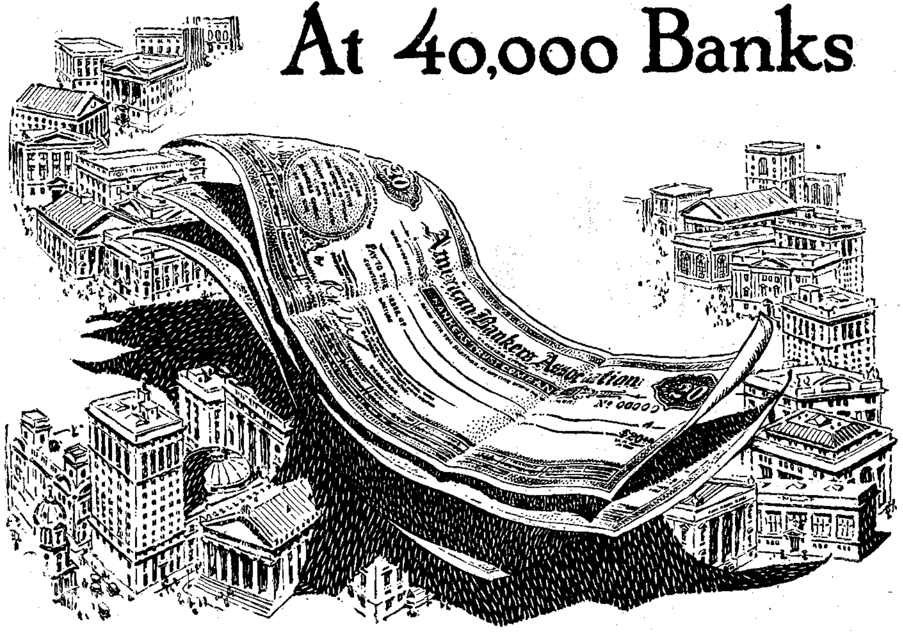
These gateways include Cody on the West (Burlington Route), Gardiner on the north (Northern Pacific), West Yellowstone on the west (Union Pacific). Lander on the south (Northwestern System).

A tour of the Yellowstone may be combined conveniently with a trip to the Pike's Peak Region and Rocky Mountain National Park or Salt Lake on the south and with a visit to Glacier National Park on the north.

Of Glacier National Park, Mary Roberts Rinehart, author of "Tenting To-night,"

Continued on page 79

Like a Checking Account At 40,000 Banks



IF you had a checking account with 40,000 banks throughout the world, and were personally known *everywhere*, you could always depend on your personal check for your travel funds.

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Ask for A·B·A Cheques at your bank.

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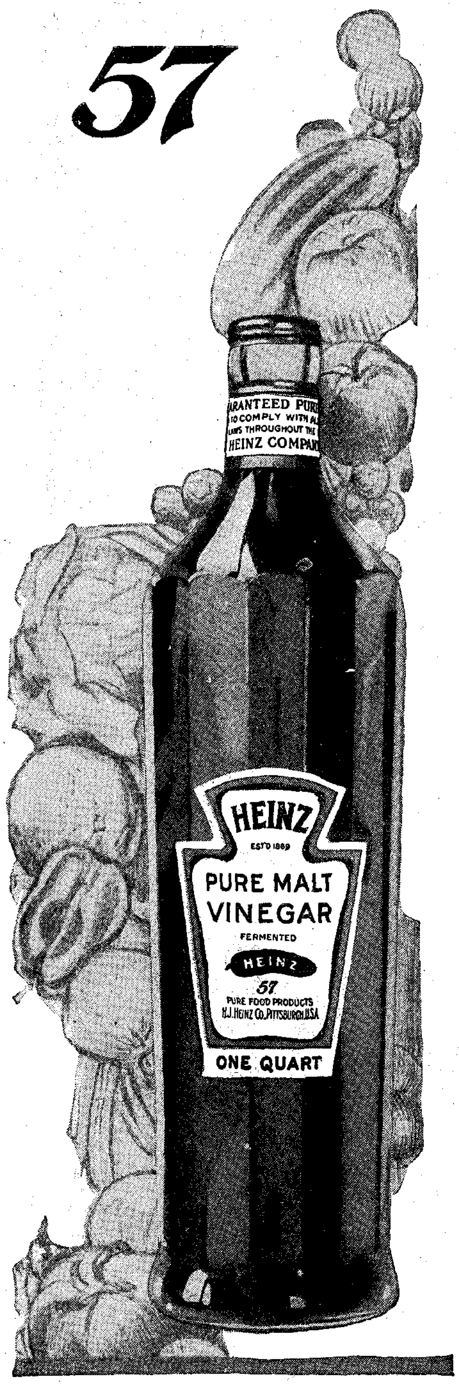
NEW YORK PARIS



57
GUARANTEED PURE TO COMPLY WITH ALL LAWS THROUGHOUT THE HEINZ COMPANY
HEINZ
EST'D 1869
PURE MALT VINEGAR
FERMENTED
HEINZ
57
PURE FOOD PRODUCTS H.J.HEINZ CO. PITTSBURGH, U.S.A.
ONE QUART

Now that fresh fruits and vegetables are here you want a good vinegar—one that is more than "just sour". Heinz Vinegar brings out the hidden flavors of the foods and adds a rich mellowness of its own. There are four kinds:—Malt, Cider, or White to suit your purpose or your taste, and Tarragon for your special salads.

Heinz Vinegar mixed with Heinz Olive Oil assures the perfection of any salad combination.

HEINZ
PURE
Vinegars

NATIONAL PARKS OF THE UNITED STATES

Name	*Location*	*Nearest Rail Stations*	*Characteristics*
Lafayette	Mt. Desert Island.	Mt. Desert Ferry, Maine Central Syst.	Forest-clad mountains, picturesque bays, superb seascapes.
Hot Springs	Central Arkansas.	Hot Springs, Rock Island & Missouri Pac. Systems.	46 medicinal springs, with a total flow of 800,000 gallons daily, with 20 bath-houses under public control.
Platt	Southern Oklahoma.	Sulfur, Okla., Santa Fe System and Frisco Lines.	Numerous sulfur and non-mineral springs in mountainous region of scenic attractions.
Sully's Hill	Northeastern North Dakota.	Devils' Lake, N. D., Great Northern R'y and Soo Line.	Region of forest and stream, south shore Devils' Lake, an important wild-animal preserve.
Wind Cave	In Black Hills Southwestern South Dakota.	Hot Springs, S. D., Burlington and Chicago & Northwestern routes.	Containing a cavern with miles of galleries and many chambers of marvelous natural formations.
Rocky Mountain	In the Rockies of north middle Colorado.	Boulder, Denver & Interurban and Colorado & Southern; Longmont, Burlington Route and Colo. & South.; Loveland on Colo. & South.; Fort Collins on Union Pacific and Colorado & Southern.	In the heart of the Colorado Rockies with 400 square miles of territory including 51 peaks exceeding 10,000 feet in altitude, 200 mountain lakes, cañons, live glaciers, waterfalls, native forests and profuse wild flowers.
Yellowstone	Wyoming, Montana and Idaho.	Gardiner, Northern Pacific; Cody, Burlington Route; West Yellowstone, Union Pacific.	Containing more geysers than in all the rest of the world combined, boiling springs, mud volcanoes, petrified forests, cañons, lakes, cataracts, forests teeming with wild life.
Glacier	Northwestern Montana.	Glacier Park Station and Belton, Mont., on Great Northern Railway.	A region of mountain grandeur with 250 glacier-fed lakes, 60 glaciers, precipices thousands of feet deep, innumerable streams, dense forests.
Mesa Verde	Southwestern Colorado.	Mancos, Colorado, Denver & Rio Grande Western.	Among America's most notable and best preserved prehistoric cliff dwellings.
Grand Cañon	North Central Arizona.	Grand Cañon Station, Santa Fe System; North Rim motor stage from Lund, on Union Pacific	The world's most sublime and awe-inspiring chasm, stupendous in proportions, magnificent in colorings, fascinating in its lights and shadows—a masterpiece of scenic wonder.
Zion	Southwestern Utah.	Lund, Utah, Union Pacific System.	A gorge of from 800 to 2,000 feet depth, its precipitous walls resplendent with brilliant colorings.
Sequoia	Middle Eastern California.	Exeter or Visalia, Cal., Santa Fe and Southern Pacific.	The Big Tree National Park—several hundred Sequoias more than 10 feet in diameter, some 25 to 36 feet.
General Grant	Middle Eastern California.	Fresno, Sanger, or Visalia Santa Fe or South. Pacific.	Created to preserve the giant tree "General Grant," 35 feet in diameter, and many other forest monarchs.
Yosemite	Middle Eastern California.	Merced on Southern Pacific and Santa Fe Systems, thence to El Portal.	A valley of surpassing scenic beauty with lofty cliffs, towering waterfalls, crystalline lakes, groves of big trees.
Lassen Volcanic	Northern California.	Red Bluff, Cal., on Southern Pacific.	Contains Lassen Peak, 10,465 feet, only active volcano in the United States proper.
Crater Lake	Southern Oregon.	Medford or Klamath Falls, Ore., Southern Pacific.	An opalescent lake, walled by snow-capped mountains, filling a prehistoric crater.
Mt. Rainier	West Central Washington.	Ashford on Chicago, Milwaukee & St. Paul.	From the great mountain radiate 28 glaciers, 48 square miles of these 50 to 500 feet thick. Sub-Alpine flora.
Mt. McKinley	South Central Alaska.	Mt. McKinley Park Station U. S. Alaska Railroad.	2,645 square miles of untouched nature over which towers Mt. McKinley, highest American peak.
Hawaii	Hawaiian Islands.	Inter-island steamers from Honolulu.	Three separate areas including three world-famed volcanoes, Kilauea and Mauna Loa on the island of Hawaii, and Haleakala on the island of Maui. Kilauea is continuously active with spectacular molten lava lake; Mauna Loa is largest active volcano in the world; Haleakala has probably largest of all known extinct craters.

YELLOWSTONE AND GLACIER PARKS

Continued from page 77

etc. writes, "It is the wildest part of America. If the Government had not preserved it, it would have preserved itself, but you and I would not have seen it. It is perhaps the most unique of all our parks, as it is undoubtedly the most magnificent."

As with Yellowstone, the wonders of this region are easily accessible. Travel to the lakes, glaciers, cañons, Indian camps, etc., within the park is by motor road, horseback, boat, trail.

The eastern rail gateway is at Glacier Park Station, the western entrance at Belton, each point located on the Great Northern Railway.

PACIFIC NORTHWEST PLAYGROUNDS

From the States of Oregon, Washington, and that part of British Columbia lying south of the Fraser River Valley between the Rockies and the Pacific Ocean nature and man have united in forming a recreation realm of distinctive and compelling charm.

Nature has set up snow-capped mountain ranges, carved richly fertile valleys through which flow countless rivers and streams, dotted the land with lakes, clothed the earth with vast forests, hewn a deeply indented coast and caused a warm current to temper the climate. Man has pierced mountain barrier and crossed water-way with nine trunk railways, brought steamships from many seas into its magnificent harbors, created stately cities and opened superb highway systems. The result is a wonderland of attractions for tourists and permanent residents.

When the pioneers fought their way westward over the historic Oregon Trail their goal was a land of health and fruitfulness. Their expectations were rewarded beyond anticipation. To-day the Pullman traveler or the motorist will experience a like thrill as he passes over the eastern Oregon plateaus, through the green valleys of the Cascade Ranges and comes finally upon the ocean's great bays.

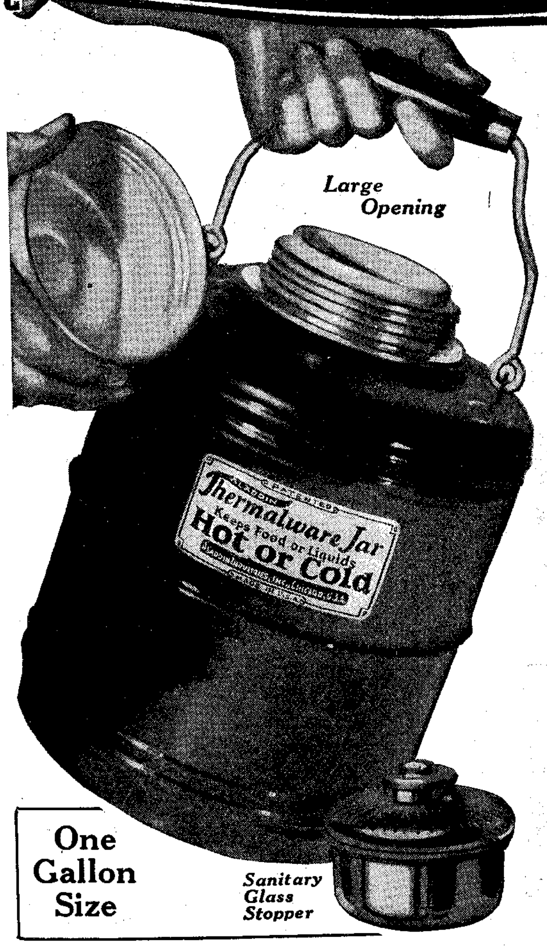
Scenic pictures of infinite variety, pure forest-scented air cooled by lofty peaks, and cities which typify all that is best in American civic progress are strands in the fabric of Oregon's attractions.

Portland is the leading point of tourist concentration. "A city without a shabby quarter, an alley or a blighting street," says Ruth Kedzie Wood in "The Tourists' Northwest." In itself modern, progressive, its homes rose-embowered, it is the starting-point for many delightful trips such as those over the incomparable Columbia River Motor Highway, Mt. Hood, the seashore beaches and scores of other points of interest.

The Tillamook County ocean beaches, the Klamath Lake country and the Willamette Valley wonders are some of nature's notable endowments to this State.

High on the Cascades in southern

ALADDIN
Thermalware Jar
KEEPS FOOD OR LIQUIDS HOT OR COLD



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Holds 16 Cups of Liquid

No stingy little pint bottle, but **a full gallon** of steaming hot coffee, Iced tea, lemonade, milk or fresh cold water—enough for all, all day! 16 big cups.

Unusually sturdy. Stands bumps. Vitrified, white glazed porcelain-like inner container, joined to steel jacket by patented leak-proof Thermalware seal. Sanitary—easy to clean. No cracks or crevices. If your dealer can't supply you, order direct from us.

Ask for Genuine Thermalware

If you are offered an imitation of the genuine Aladdin Thermalware Jar, make careful comparison before you buy. There may be little or no difference in the *price*, but a tremendous difference in the *value*.

Now $5 One Gallon Size, Brewster Green Enamel. Also in Polished Aluminum, glass lined. **One Gallon $10; Two Quart $7.50.** (Prices West of Rockies, 50c additional; in Canada, $2.50 additional).

Dealers! Big Sales Opportunity. Every motorist, sportsman, housekeeper, farmer, eager for this big Aladdin Thermalware Jar at the new $5 price. Write us or your jobber today.

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Shoe fashions do not conform to a strict vogue. They vary to the whim, the fancy, the instinct that lead every woman to the knowledge of what best expresses her own charm.

With shoes of Vici kid every woman can express her individual taste. Vici kid is made in black and in a range of colors that includes all popular shades. It is exactly adapted to the diversified styles of the hour.

And, with the exquisite finish of Vici kid, there is the firmness that insures perfect fit and the flexibility that insures perfect ease.

Ask for shoes of Vici kid. No other leather combines *all* the advantages of Vici kid.

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TRADE MARK ROBT. H. FOERDERER PHILADELPHIA VICI KID

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PLAYGROUNDS AT HOME AND ABROAD—*Continued*

Oregon is that exquisite body of water, Crater Lake, preserved by our Government within the boundaries of Crater Lake National Park.

Entering the "Evergreen State," as Washington is aptly named, from the east, the summer visitor is in a region of orchards, wheatfields, and grazing lands. Crossing the Cascades by any of the three transcontinental railways or by either of the two State motor highways, one comes into vast forest lands with air full of the fragrance of fir, lakes and streams innumerable, towering peaks whose summits are outlined against azure skies. The mountain sentinel for countless square miles is Mt. Rainier, 14,408 feet, standing in the center of the Mt. Rainier National Park.

Here also are fascinating cities. Situated on one of the Pacific's most ample and deep harbors and with a natural environment such as few cities on the continent possess, Seattle is one of the nation's greatest seaports. Its skyscrapers have the broad harbor for their foreground and white-capped mountains as their background, while landward radiate wonderful motor roads to lake, forest, stream and mountain, including Mt. Rainier National Park. Into Seattle focus many lines of railways and many steamships from the far seas, and here is the principal United States port for Alaskan coastwise trade.

Tacoma, where you can sit in the immense civic stadium on the shores of Puget Sound and look over your shoulder to a mountain chain behind the city's profile, is another busy, enterprising municipality of the Northwest.

From enterprising, progressive Spokane converge numerous rail routes and radiate important motor roads to the Spokane country of lakes, rivers and streams, including the natural beauties of the Cœur d'Alene Chain of Lakes.

If the summer tourist enters or leaves the Pacific Northwest by the Canadian Transcontinentals he will pass through what is often termed the "Switzerland of North America." Here are lakes of extraordinary charm, canyons through which flow rushing rivers, ocean straits and deep-set inlets. Here the Dominion Government has created some of its most attractive parks and all about is a veritable chaos of mountain peaks, many clothed in perpetual snow. It is a royal land for the sportsman and a continuous delight to those appreciative of magnificent scenery.

Vancouver, fronting the Straits of Georgia, is the largest city of British Columbia, chief railway center and harbor, from which ships ply to Alaska and many distant seas.

"The approach," says Katherine Hale in "Canadian Cities of Romance" (McClelland and Stewart), "to Vancouver is startlingly dramatic. You come down to the coast through a great day and night of mountains—the Rockies, brown and terrible, and the green Selkirks. Then, through crowded gorges and beside swift rivers you journey until the hand of the sea, felt from far off, seems to reach out and soften all the air; the altitudes melt away, and the darkness falls. At dawning there is flat country with a glimpse of wider, tidal rivers, and presently the guard calls 'Vancouver,' and the train runs into a splendid modern station."

Tourists who have arrived at Vancouver should not omit a visit to that most attractive and typically English city of British Columbia, Victoria, with its picturesque harbor and entrancing motor trips extending for many miles over Vancouver Island and traversing the scenic beauties of Strathcona National Park.

All roads lead to the Pacific Northwest directly or indirectly. The favorite summer tourist routes of the Canadian National, the Canadian Pacific, Burlington-Great Northern, Northern Pacific, Union Pacific, and Chicago, Milwaukee & St. Paul go there directly, while the Shasta Route of the Southern Pacific System between Portland and San Francisco is the connecting link between this region and southern routes.

WONDERS OF THE SOUTHWEST

Experienced tourists to or from the Pacific Coast are in the habit of varying their routes in order that the transcontinental trip may yield the greatest variety of returns. If the traveler elects one of the routes traversing the Southwest he is certain to encounter some of the most impressive sights to be seen on this continent.

If, for instance, the Santa Fé Trail of old is followed there is an opportunity of visiting that ancient city founded by the Spaniards, Santa Fé, with its rare historical and natural surroundings. Off the beaten path, sometimes by difficult trails, lie such natural wonders as the Cañons de Chelly and del Muerto, that gem seen as yet by few white men, the Rainbow Bridge, and that strange rock of Spanish inscriptions, El Morro. The Petrified Forests and Painted Desert of the Navajo country are among our most fascinating natural curiosities.

Crowning all marvels of nature is that mighty chasm, the Grand Cañon of Arizona, "God's chiefest wonder-vision on earth," as one writer describes it, an unforgettable spectacle worth a journey round the world to see. All these and numerous other marvelous sights are available to tourists following the Santa Fé System between Chicago and California.

Two other rail highways leading to many wonders of the Southwest begin at widely separated points, finally converging to form a single route to the Pacific Coast. The Rock Island System's "Golden State" Route, beginning at Chicago, with contributing lines from Minneapolis, St. Paul on the north, St. Louis or Memphis on the

Continued on page 84

The Price

Of pretty teeth—Just film removed

Millions have found a delightful way to beautify the teeth. You see the results now wherever you look—in teeth you envy, maybe.

Perhaps no other creation ever did so much to enhance women's beauty. Or to bring about a better dental era. You owe yourself the test we offer here.

That dingy film

You can feel your teeth now coated with a viscous film. It clings to teeth, gets between the teeth and stays. Food stains, etc., discolor it. Then it forms dingy coats. Tartar is based on film.

Most teeth had film-coats under old methods, for old tooth pastes do not effectively fight film. Tooth troubles were constantly increasing, for film is their major cause.

Film holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay. Germs breed by millions in it. They, with tartar, are the chief cause of pyorrhea.

Very few people, under old methods, escaped those film-caused troubles.

New methods found

To meet that situation dental science searched for ways to fight film. Two ways were finally discovered. One acts to curdle film, one to remove it, and without any harmful scouring.

Able authorities proved these methods effective. Then a new-type tooth paste was created, based on modern research. These two great film combatants were embodied in it.

The name of that tooth paste is Pepsodent. Now careful people of some fifty nations employ it, largely by dental advice.

Found other needs

Modern research also found two other things essential. So Pepsodent multiplies the alkalinity of the saliva. That is there to neutralize mouth acids, the cause of tooth decay.

It multiplies the starch digestant in the saliva. That is there to digest starch deposits which may otherwise ferment and form acids.

Thus every use gives manifold power to these great natural tooth-protecting agents.

Avoid Harmful Grit

Pepsodent curdles the film and removes it without harmful scouring. Its polishing agent is far softer than enamel. Never use a film combatant which contains harsh grit.

A delightful test

You will find a test delightful. And it will probably lead to life-long benefits, both for you and yours.

Send the coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth whiten as the film-coats disappear. The results will amaze and delight you. Cut out the coupon now.

Pepsodent PAT. OFF. REG. U. S.

The New-Day Dentifrice

A scientific film combatant, which whitens, cleans and protects the teeth without the use of harmful grit. Now advised by leading dentists the world over.

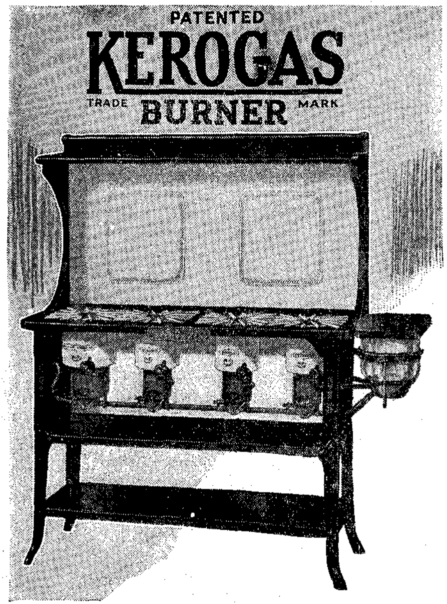
10-Day Tube Free 1086

THE PEPSODENT COMPANY,
Dept. 60, 1104 S. Wabash Ave., Chicago, Ill.
Mail 10-Day Tube of Pepsodent to

....

....

ONLY ONE TUBE TO A FAMILY

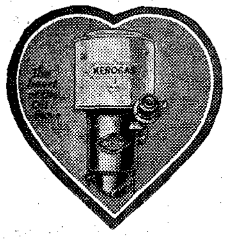


To make sure that an oil stove is a GOOD oil stove—

Look for the Patented Kerogas Burner

The better brands of oil stoves go by many different names, but they all have the same name on the burner—Kerogas. Kero-*gas*—do you get the significance? Not the old-fashioned oil flame, but a marvelous double flame of *gas*—made by mixing one part kerosene with 400 parts of air—clean, powerful, uniform, just like the flame of a gas range—and at oil stove cost. By simply turning a little control wheel you get exactly the degree of heat you want—quick, slow, intense or "simmering."

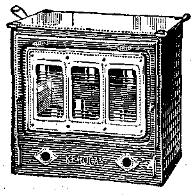
Ask your dealer to demonstrate the "flame within a flame" of the Patented Kerogas Burner. Observe for yourself its intense heat—under perfect control. Compare it with the flame produced by other burners. The difference will surprise you.



Look for the name "Kerogas" on the oil stove burner

The Giant Kerogas Burner

Every "Giant Kerogas Oil Stove" equipped with "regular" Kerogas Burners also has one of the new Patented Giant Kerogas Burners. The "Giant" is for use when you want an intense flame quickly. Stoves with "Regular" Kerogas Burners only, also to be had.



The KEROGAS Oven for Baking and Roasting

As reliable as any range oven ever made. Gives sure, uniform results because of its even and easily regulated temperature. A fitting companion to the Kerogas Burner.

Look for the trade mark KEROGAS upon the burner

Manufactured by

A. J. Lindemann & Hoverson Co.
1211 First Avenue, Milwaukee, Wisconsin
Manufacturers of Burners, Ovens, Cooking and Heating Stoves and Ranges

Dealer's Note: The best jobbers are prepared to supply oil stoves equipped with the *Kerogas* Burners

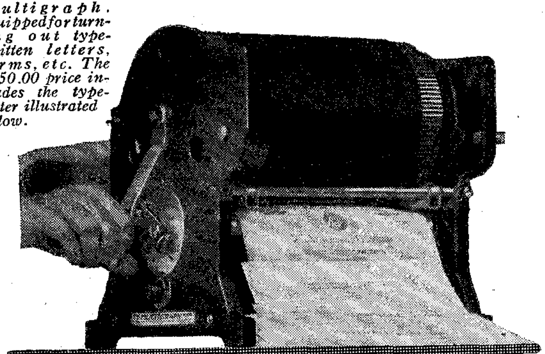
NATIONAL MONUMENTS OF THE UNITED STATES

Name	*Location*	*Approaches*	*Characteristics*
Katmai	Southern Alaska	Steamships from Seattle to Kodiak	Volcanic interest including "Valley 10,000 smokes"
Old Kasaan	Near Ketchikan, Alaska	Steamships, Seattle to Ketchikan	Abandoned Indian village with tot poles, etc.
Sitka	Southeastern Alaska	Steamships, Seattle or Vancouver	Natural park with numerous totem pol
Casa Grande	Southern Arizona	Casa Grande, Arizona, Southern Pac.	Most noteworthy prehistoric relics in the U. S.
Montezuma Castle	Central Arizona	Clarkdale, Ariz., Santa Fé System	Prehistoric cliff dwelling in vertical cliff
Navajo	Northern Arizona	Gallup, N. Mex. Santa Fé System	Pueblo or cliff-dweller ruins, well preserved
Papago Saguaro	South Central Arizona	Phœnix or Tempe, Ariz. Southern Pac.	Collection of desert flora, rocky formations
Petrified Forest	Eastern Arizona	Adamana or Holbrook, Santa Fé	Coniferous trees turned into stone
Tonto	South Central Arizona	Globe, Arizona, Southern Pacific	Cliff-dweller ruins similar to the Gila dwelling
Tumacacori	Southern Arizona	Tucson, Southern Pacific System	Ruin of the ancient Franciscan Missio
Walnut Canyon	North Central Arizona	Flagstaff, Ariz., Santa Fé System	Many cliff dwellings
Cabrillo	Point Loma California	San Diego, South. Pacific & Santa Fé	Commemorating the discoverer, Jua Rodriguez Cabrillo
Devil Postpile	Central California	Fresno via Northfolk, So. Pacific	Hexagonal basaltic columns similar t Giant's Causeway
Muir Woods	Near San Francisco	Mt. Tamalpais & Muir Woods, R. R.	One of California's most noted redwood groves
Pinnacles	South Central California	Soledad or Hollister, Southern Pac.	Remarkable spire-like rock formations
Colorado	Western Colorado	Grand Junc. Denver Rio Grande West.	Lofty monoliths of great scientif interest
Wheeler	Southern Colorado	Creede, Denver & Rio Grande West.	A scenic wonder, example curios, erosion, volcanic action
Yucca House	Southwestern Colorado	Mancos, Denver & Rio Grande W'st'n	Ruins of archeological interest
Chickamauga & Chattanooga	Georgia and Tennessee	Directly or connection southern roads	Scenes of great Civil War battles of 1863
Lincoln's Birthplace	Northern Kentucky	Hodgenville, Ky., Illinois Central	Contains log cabin where Lincoln was born
Mound City Group	Ohio	Chillicothe, B. & O. and Norfolk & W.	Famous group of prehistoric mounds i Camp Sherman Military Reservation
Antietam Battlefield	Western Maryland	Antietam, Md., on Norfolk & Western	Enclosing field of the battle of Antietam
Vicksburg	Western Mississippi	Vicksburg, Miss., Southern roads	Scene of siege and surrender of Vicksburg
Big Hole Battlefield	Southwestern Montana	Divide, Mont. Union Pacific	Site of Battle of 1877, between U. S. troops and Indians
Lewis & Clark Cavern	Western Montana	Temporarily closed to public	Immense cavern with wonderful formations
Scotts Bluff	Western Nebraska	Gering, Nebr. Union Pacific	A region of pioneer day memories
Bandelier	North Central New Mexico	Santa Fe—Santa Fé and Denver Rio Grande W'st'n	Cliff-dweller ruins, artificial caves, sto sculpture, etc.
Capulin Mountain	Northeastern New Mexico	Folsom, Colorado & Southern	Cinder cone of geological recent form tion
Chaco Cañon	Northwestern New Mexico	Thoreau, N. M., Santa Fé System	Many ruins of interesting cliff dwelling
Gila Cliff Dwellings	Southwestern New Mexico	Silver City, via Pinos Altos, N. M., Santa Fé System	Well-preserved ruins of prehistoric cliff dwellings
El Morro	Western New Mexico	Gallup, N. M., Santa Fé System	Great rock with early Spanish inscriptions
Gran Quivira	South Central New Mexico	Mountainair, Santa Fé System	Ruins of early mission, also Pueblo ruin
Aztec Ruin	Northwestern New Mexico	Aztec, D. & R. G. W.	Prehistoric ruin of Pueblo type containing 500 rooms
Verendrye	Northwestern North Dakota	Sanish, N. D., "Soo Route"	Includes Crowhigh Butte of historical interest
Guilford Courthouse	Northern North Carolina	Greensboro, N. Car. Southern Ry.	Scene of Revolutionary action of 1781
Oregon Caves	Southwestern Oregon	Ashland or Grant's Pass, Ore., S. Pac.	Limestone caverns of great beauty partially explored
Gettysburg	Southern Pennsylvania	Gettysburg Western Maryland and Reading Systems	Including arena of Civil War's greatest battle
Jewel Cave	Southwestern South Dakota	Custer, S. D., Burlington Route	Limestone cavern of immense proportions
Fossil Cycad	Southwestern South Dakota	Minnekahta, Burlington Route	Deposits of plant fossils
Shiloh	Southern Tennessee	Corinth, Miss. Mobile & Ohio; Ill., Central; South. Rys	Natural park embracing famous battleground
Dinosaur	Northeastern Utah	Watson, U., Unitah R. R. or Mack Colo., Denver Rio Grande Western	Deposits of fossil—remains prehistoric animals
Natural Bridges	Southeastern Utah	Mancos, Denver & Rio Grande W'st'n	Three natural bridges, largest of their kind
Hovenweep	Southcentral Colo. and S. E. Utah	Mancos, D. & R. G. W.	Four separate groups of prehistoric towers, Pueblos, and cliff dwellings
Rainbow Bridge	Southern Utah	Trail from Kayenta, Ariz., from Flagstaff or Gallup, N. M. Santa Fé	Immense natural bridge, span 278 feet
Timpanogos Cave	Central Utah	American Fork, U. P. & D. & R. G. W.	Limestone cavern
Lehman Caves	Northeastern Nevada	Ely, Nevada Northern	Limestone caverns
Mount Olympus	Northwestern Washington	From Port Angeles, via Sol Duc Hot Springs, steamers from Seattle	Many glaciers and formation of scientific interest
Devils Tower	Northwestern Wyoming	Moorcroft, Wyo., Burlington Route	1,200-foot natural rock tower
Shoshone Cavern	Northern Wyoming	Near Cody, Wyo., Burlington Route	Large cavern of geological interest

The East Sells and Saves with THE NEW MULTIGRAPH

This is one of a series of national Multigraph advertisements, designed to show how effectively the Multigraph is being used everywhere in the United States and Canada

We have thousands of examples of Multigraph successes in our files, any of which would illustrate the sales-power, economy and general usefulness of this office appliance.



This is the New Multigraph, equipped for turning out typewritten letters, forms, etc. The $150.00 price includes the typesetter illustrated below.

$30.00 DOWN Balance on Easy Terms or $150.00 CASH

From North, South, East and West, from far off points in Canada, come stories of praise for the Multigraph.

The pictures illustrated in this advertisement were selected at random from hundreds and hundreds of subjects, every one of which tells the same story of helpfulness for the user.

Druggists, grocers, etc., tell how they swell sales with the aid of Multigraph-ed letters alone.

Wholesalers increase sales to retailers. Manufacturers aid their dealers and increase distribution—some even say they do business without salesmen, and with *the aid of the Multigraph alone* get orders from every district they circularize.

Bankers increase their depositors, and swell deposits.

Insurance companies interest new customers, and keep in touch with old ones. And so the stories run—automobile dealers, water companies, power companies, department stores, etc., all of them *saving money* by printing countless kinds of forms, or *making money* by increasing business, *or by doing both.*

Let us tell you more about the Multigraph.

The coupon below will bring you *Definite Facts* that will open your eyes to profits that have been slipping away from you.

Prices in Canada: $38.00 down; cash price $190.00. Printing Ink Attachment $37.50.

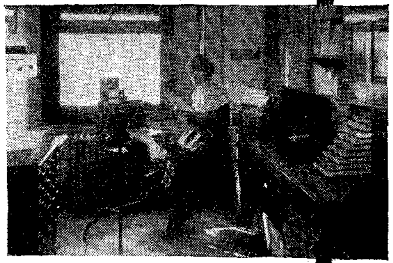
A Washington, D. C. pharmacist, Albert F. Gorsuch, increases business through *Multigraph-ed* circulars and form letters.

The Scranton (Pa.) Gas & Water Co. state that the Multigraph is one of the best investments they have ever made.

Home Profit Hosiery Co., Rochester, N. Y., *Multigraph* their labels, invoices; and their letter heads, in two and even four colors.

Syracuse (N. Y.) Washing Machine Co., (the Easy Washer), imprint dealer folders, print all forms, purchase orders, etc., at 50% less cost.

M. D. Mirsky & Co., New York, employ *no salesmen*, and do *no advertising* excepting on the Multigraph—and business keeps *increasing*.



A. W. Drake Mfg. Co., Hazelton, Pa., say, "We are exceedingly enthusiastic about our Multigraph machine and department."

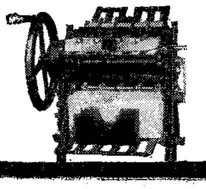
Harrisburg (Pa.) Shoe Mfg. Co. use the Multigraph for sales promotion work, letters, cards *to sell shoes.*

The Engineers Club, Philadelphia, saved over $800 in one year on printing alone by using the Multigraph.

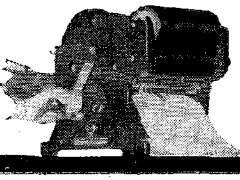
The Multigraph Folder Junior

Companion equipment to the New $150.00 Multigraph; has a folding speed of 4,800 pieces per hour, hand operated—

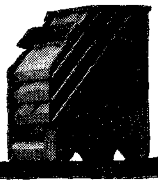
Price $100.00 in U.S.A.



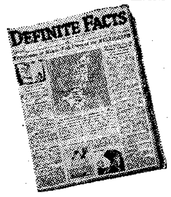
The two-roll Printing Ink Attachment, easily and quickly attached to the New Multigraph, $35.00 additional.



This is the Multigraph Typesetter, which makes it easy to set type for the Multigraph



The American Multigraph Sales Co.,
1804 East 40th Street, Cleveland, Ohio



I would like to have someone show me, without any obligation, the New Multigraph, and explain its possibilities in the........................business.
(Be sure you indicate your business)

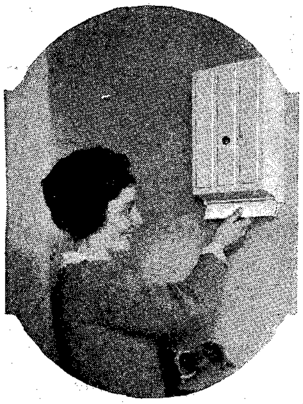
Name....................................

Street....................................

City..............State........ L. D. 6-2

ONLIWON
PAPER TOWELS and TOILET PAPER

The triple check on waste



First Check—Onliwon Towels are served "only one" at a time. A separate effort being required to take the second towel.

Second Check—Onliwon Towels are served folded. Wet hands do not tear through the double thickness. Thus, one towel practically equals two.

Third Check—Onliwon Towels are soft, yet tough—highly absorbent, dry quickly and pleasantly, leaving little desire for taking the second towel.

We make the plain, unqualified statement that Onliwon Towel and Toilet Paper service will save from 15 to 50% in cost compared with other kinds of service and will be more satisfactory to the user.

We are prepared to prove this statement in two ways:

First, by the signed statements of thousands of institutions of all kinds throughout the world who are using Onliwon. Second, by a comparative test in your own institution.

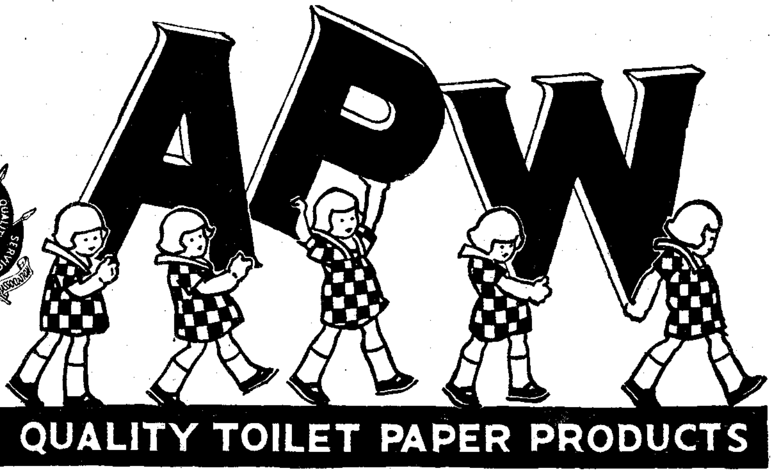
The illustrations show how Onliwon Towels, served from the porcelain or white metal cabinets, put a triple check on waste.

Samples and proofs of economy will be gladly furnished on request.

A. P. W. PAPER COMPANY
ALBANY, NEW YORK

Manufacturer of Onliwon Paper Towels and these brands of toilet papers: A. P. W. Satin Tissue; Cross Cut; Fort Orange; Pure White; Bob White and Onliwon.

BY INVITATION MEMBER OF
NEW YORK, U.S.A.



QUALITY TOILET PAPER PRODUCTS

PLAYGROUNDS AT HOME AND ABROAD—*Continued*

WONDERS OF THE SOUTHWEST

Continued from page 81

south, follows the Illinois River Valley southward from Chicago across the great wheat belt of Kansas and the cattle country of Texas to El Paso, the largest and most picturesque of our border cities, where it converges with and joins the Southern Pacific Route to California. The "Sunset Route" of the Southern Pacific, on the other hand, extends from New Orleans (direct steamer connection with New York) west and northwest to El Paso, thence to California.

Between El Paso and the Coast is the fascinating side trip to the Apache Trail and Roosevelt Dam; opportunity to visit Tucson, founded by Coronado in 1540, with many diverting sight-seeing experiences; Casa Grande National Monument, with its remains of prehistoric races, and the magnificent scenery of the Carisso Gorge, an alternative route from Yuma to San Diego. There is still another route to the Southwest, that of the Union Pacific from Ogden to Los Angeles, passing southward from Salt Lake City over the old Mormon Trail. At Lund a side trip is available to Zion National Park, enclosing the gorgeously colored rock formations of this natural wonder. Other scenic attractions on this route include the Rainbow Cañon and Palisade Cañon.

CALIFORNIA IN SUMMER

In its great span of nearly one thousand miles from Oregon to the Mexican border and with altitudes varying from below sea-level to mountain-chains clad in perpetual snow, California has all climates. So California knows no off season of tourist patronage. In summer and in winter thousands pour through her gateways. Because many find life here delightful and abide permanently, her population grows apace.

The transcontinental trip which would omit California is simply out of the question. In summer particularly it combines ideally with a visit going or returning to the Pacific Northwest. No one may know America adequately who has not visited each of these regions.

Let us suppose the tourist enters the Golden State by the northern rail approach winding through the Siskiyous by the Shasta Route of the Southern Pacific System from Portland to San Francisco.

The inspirations of California's natural wonders begin with a view of the towering white summit of Mt. Shasta. In these northwestern valleys are vast cool forests of redwoods, while in northern and eastern California are Mt. Lassen National Park and the crystalline waters of exquisite Lake Tahoe.

Lassen Volcanic National Park, which

as yet is not easily accessible, is nevertheless one of northern California's wonders. "Its magnificent combination of nature's offerings," says the latest report of the Director of National Park Service, "includes the active volcano, cinder cones, hot springs, wind geysers, ice caves, majestic cañons, lakes, forests and streams."

In the high Sierras, partly in California and partly in Nevada, is that superb body of blue water surrounded by mountains with summits clothed in pure white snow—Lake Tahoe, the "Big Water" of the Indians—one of the rarest pictures nature has presented for the edification of mankind. The main rail gateway is from Truckee on the Ogden Route of the Southern Pacific System, thence by branch line or motor road to the lake.

The Shasta route follows the Sacramento Cañon and Valley, crossing and recrossing the river through inspiring scenery. To the left of the route is Sacramento, State capital, where Captain Sutter's Fort was established in 1839. Finally the train rolls into the Oakland Pier and the tourist boards the ferry which is to carry him across the Bay to the heights of California's Northern metropolis, San Francisco, a city whose individuality and charm are the delights of every visitor and sightseer. In the city itself are such points of interest as Nob Hill, Latin Quarter, Chinatown, Seal Rocks, Golden Gate Park, while short excursions include visits northward to the Muir Woods and Mt. Tamalpais with its superb views of the harbor and Golden Gate, and southward to Mt. Diablo, Lick Observatory, Stanford University and the Santa Cruz Big Trees.

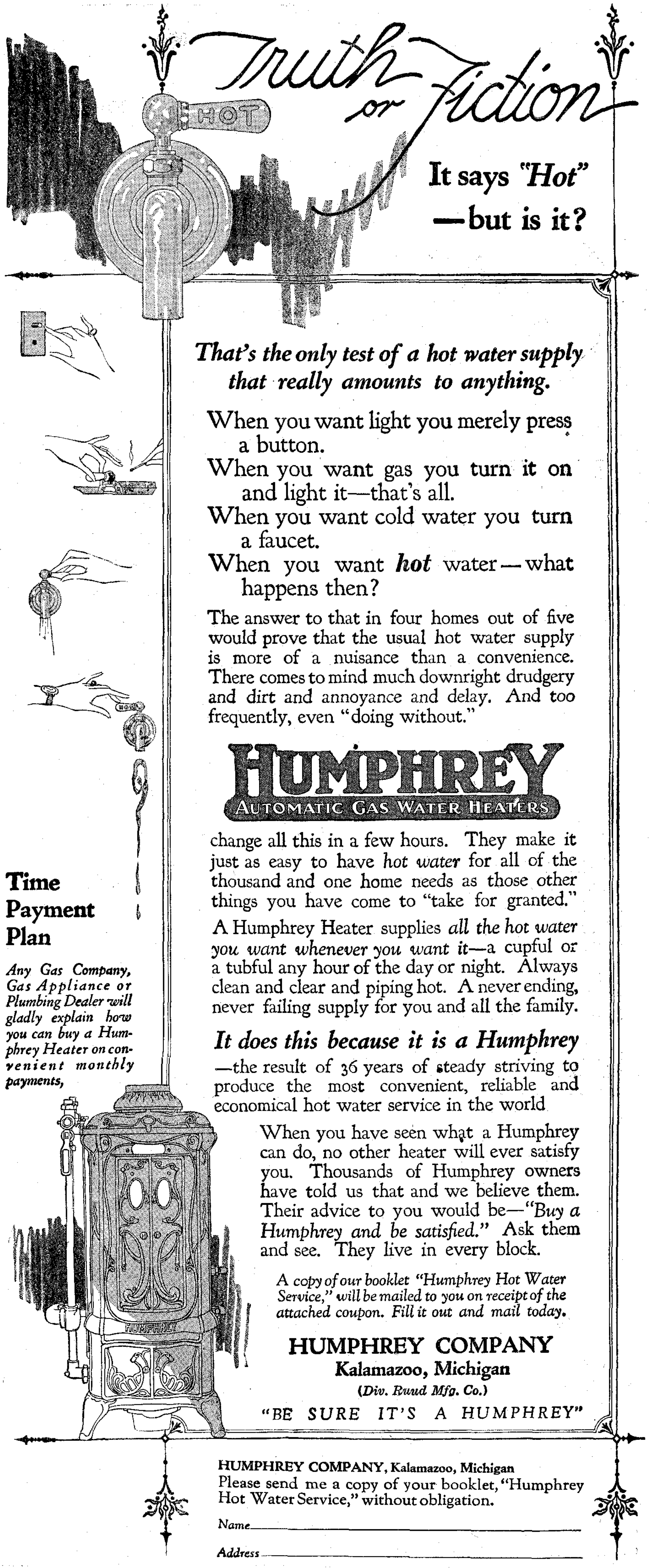
Leaving San Francisco, three general regions claim the tourist's interest: the Sierra Nevada Range, including the incomparable Yosemite National Park, the Mariposa Big Trees and General Grant and Sequoia National Parks; the Great Valley, lying between the Sierras and Coast Range, with its fruitful orchards; the Pacific Coast cities, resorts and missions.

John Muir, who knew it better than any other, drew a word picture of the Yosemite National Park as follows:

> "Snowy mountains soaring into the sky twelve and thirteen thousand feet . . . gardens on their sunny brows, avalanches thundering down their long white slopes, cataracts roaring gray and foaming in the crooked, rugged gorges, and glaciers in their shadowy recesses working in silence, slowly completing their sculpture."

The Yosemite trip should be included in any summer tour of California. The main rail gateway is from Merced (Southern Pacific and Santa Fé Systems), thence by Yosemite Valley Railroad to El Portal, where connection is made by motor, or motor can be used all the way from Merced into the Valley.

In Sequoia and General Grant National Parks a wise Government has preserved for our people many acres of giant trees, many of which were rising skyward before


Truth or Fiction

It says "Hot" —but is it?

That's the only test of a hot water supply that really amounts to anything.

When you want light you merely press a button.
When you want gas you turn it on and light it—that's all.
When you want cold water you turn a faucet.
When you want ***hot*** water — what happens then?

The answer to that in four homes out of five would prove that the usual hot water supply is more of a nuisance than a convenience. There comes to mind much downright drudgery and dirt and annoyance and delay. And too frequently, even "doing without."

HUMPHREY
AUTOMATIC GAS WATER HEATERS

change all this in a few hours. They make it just as easy to have *hot water* for all of the thousand and one home needs as those other things you have come to "take for granted."

A Humphrey Heater supplies *all the hot water you want whenever you want it*—a cupful or a tubful any hour of the day or night. Always clean and clear and piping hot. A never ending, never failing supply for you and all the family.

It does this because it is a Humphrey

—the result of 36 years of steady striving to produce the most convenient, reliable and economical hot water service in the world

When you have seen what a Humphrey can do, no other heater will ever satisfy you. Thousands of Humphrey owners have told us that and we believe them. Their advice to you would be—"*Buy a Humphrey and be satisfied.*" Ask them and see. They live in every block.

A copy of our booklet "Humphrey Hot Water Service," will be mailed to you on receipt of the attached coupon. Fill it out and mail today.

HUMPHREY COMPANY
Kalamazoo, Michigan
(Div. Ruud Mfg. Co.)

"BE SURE IT'S A HUMPHREY"

Time Payment Plan

Any Gas Company, Gas Appliance or Plumbing Dealer will gladly explain how you can buy a Humphrey Heater on convenient monthly payments,

HUMPHREY COMPANY, Kalamazoo, Michigan
Please send me a copy of your booklet, "Humphrey Hot Water Service," without obligation.

Name ____________

Address ____________

TRADE JERSEY MARK
Copper
Insect
Screen Cloth
AS ADVERTISED

The Tag That Tells The Story

WHEN you are buying insect screen cloth, look for the red and black Jersey tag. It identifies the cloth which will give you a maximum of service and a minimum of trouble.

Jersey Copper Insect Screen Cloth is made of copper 99.8% pure, and has all the wonderful durability of this metal. It has an unusual length of life even when subjected to the severe climatic conditions found along the seacoast or in the tropics.

Pure copper ordinarily is soft and pliable. This is distinctly not the case, however, with that used in Jersey Copper Screen Cloth. Due to a special Roebling process, the copper in this cloth is comparable to steel as to stiffness and strength. It will not sag or bulge. It can be depended upon to keep its shape and look well year after year.

Use Jersey Copper Screen Cloth (16 mesh, dark finish) for your door, window and porch screens. Look for the red and black tag when you buy custom made screens or screen cloth from the roll.

If you cannot readily locate a hardware dealer who sells Jersey Copper Screen Cloth, write us. We will send you, on request, a booklet regarding screen cloth which you will find worth reading.

THE NEW JERSEY WIRE CLOTH COMPANY
624 South Broad Street
Trenton New Jersey

TRADE
JERSEY
MARK
COPPER
Screen Cloth
Made of Copper 99.8% Pure

PLAYGROUNDS AT HOME AND ABROAD—*Continued*

the reign of King Tut-ankh-Amen. Besides the huge and venerable sequoias there are, as Robert Sterling Yard writes:

> "In this amazing forest the greatest pines and firs of the whole Sierra, festooned with trailing moss, attain their greatest height and thickness, the picturesque, deciduous trees of the region reach their fullest development, and flowering shrubs of a hundred species crowd the shaded aisles. It is the Forest of Enchantment."

Exeter and Visalia on both Santa Fé and Southern Pacific Systems are gateways.

Along the sweep of the Pacific Coast are many of California's most fascinating attractions, Del Monte and Monterey with its four ancient missions, Santa Barbara, where still other Franciscan missions claim attention, and Los Angeles, the tourist headquarters of Southern California.

From Los Angeles radiate many delightful excursions, including trips to Santa Catalina Island, Mt. Lowe, Pasadena, Riverside and Redlands, while Hollywood is a magnet for movie fans.

At San Diego where the "Old Town" still lingers to remind us of the Spaniards, you may visit the remains of early missions, enjoy the beauties of Balboa Park, and run out to Point Loma, Coronado Beach and Tia Juana, Mexico.

California has spent, since 1909, $93,000,000 in constructing north and south highways including, up to the present, more than 6,000 miles. It is possible to motor over excellent roads all the way from San Francisco to Los Angeles and San Diego. Two of these roads are particularly worthy of special mention. The Camino el Sierra continuing southward as the "Ridge Road," intersects the central regions including Sacramento, San Joaquin Valley, Stockton, and Fresno, with connections for Yosemite and Sequoia and General Grant Parks. Another of California's famous highways is El Camino Real (King's Highway) from San Diego to Los Angeles, Santa Barbara, Paso Robles, Monterey, Del Monte and San Francisco.

After entering California through the northern gateways the tourist has choice of leaving the State by the central transcontinental routes such as the Southern Pacific's Ogden Route or the Western-Pacific's Feather River Cañon Route from San Francisco, or by the Southern Pacific's Routes southward via the Coast Line or Valley Divisions to Los Angeles and San Diego. From the latter city thence through the picturesque Carisso Gorge of the Southern Pacific-Rock Island Route to Chicago or the "Sunset Route" to New Orleans. Other alternatives are the Santa Fé System from San Francisco and Los Angeles through the Southwest, or Union Pacific Route from Los Angeles through Salt Lake City and Ogden.

TRIPS TO ALASKA

Two events should make this a notable season in our great undeveloped empire of the north. The Government-built and operated Alaska Railroad—"The People's Railroad at the Top of the World"—will be completed and a visit from President Harding in midsummer is scheduled.

With the full opening of the Alaska Railroad after nine years' work and expenditure of fifty-six million dollars, our Government will conclude its greatest construction undertaking since the building of the Panama Canal. Difficult engineering problems and adverse conditions of construction have attended almost every mile of this rail highway. But a well-built modern railway from the south coast of Alaska to the inland valley of the Yukon is now available for freight and passenger traffic.

The new road opens an entirely new tourist route through the heart of the territory. The southern terminus is at Seward, port of call for all Southwestern Alaska Route steamships.

"It is located," says the Government booklet, "at the head of Resurrection Bay, a beautiful land-locked harbor on the south coast of Alaska, 1,844 miles from Seattle via the Inside Passage, and entirely free from ice and open to navigation throughout the year."

Thence the route is through a mountainous region northward to the Turnagain Arm of Cook Inlet to Anchorage, another port of steamer connection 114 miles from Seward.

From Anchorage the road plunges north into the heart of Alaska, clinging to precipitous river banks, spanning deep gorges. The Susitna River is followed for many miles until climbing steadily the road passes over the Alaskan Divide at Summit near Broad Pass (elevation 2,337 feet) at mile 312.

A short distance beyond is Mt. McKinley National Park Station within a few miles from this great national reservation.

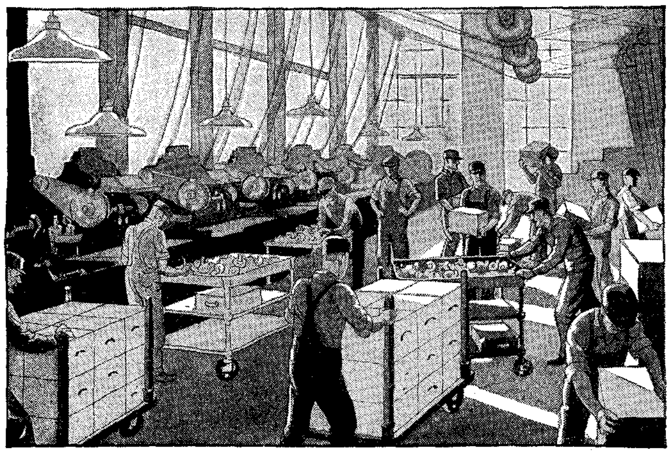
From here the rails follow the descending valley of the Nenana River to Nenana, there crossing the Tanana River on a huge steel bridge, thence to Fairbanks, metropolis of interior Alaska, the northern terminus 467 miles from Seward.

It is expected that through trains will be in operation between Seward and Fairbanks before the end of the present month. In order that tourists may be able to make the entire trip over the new road by daylight, it is planned to dispatch trains from Seward equipped with standard sleepers and buffet observation cars, which will run as far as Curry (mile 248) the first day, remaining overnight at this place and completing the run to Fairbanks during the daylight hours of the following day.

Fairbanks is the northern terminus of that famous Government wagon road known as the Richardson Highway and here the tourist who has come northward

Confusion or Order

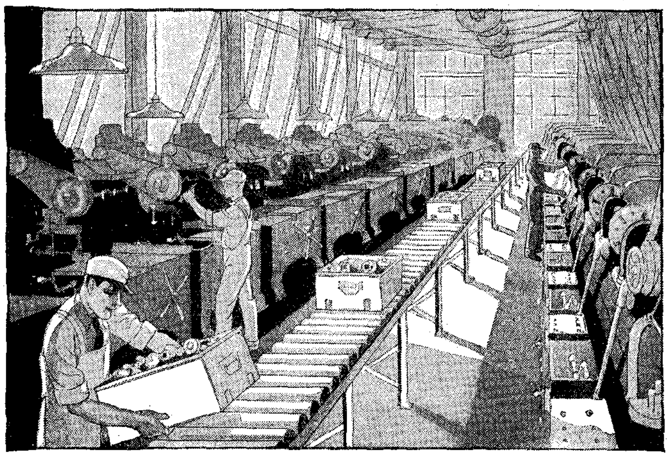
This adds to your costs



This is one picture

Trucks moving from one machine to another, crossing and recrossing their tracks—trucks standing by machines waiting to be unloaded—porters getting in one another's way—raw materials and half-finished products cluttering up aisles—confusion and disorder—resultant slow production and high costs.

This increases your output



But glance at the second scene

Conveyors take materials in steady, regular streams through the work-room and deposit them at the workmen's elbows. Aisles are clear of goods. Available floor space is released for more machines. Materials in process are cut to a minimum. Costs are lower, and production is more rapid and efficient.

YOU don't have to consider long which work-room you would rather have in your plant. But without a conveying system it is easily possible for you to have the first. This applies to your shipping-room as well as your shop.

With a conveying system you have a means of stimulating and setting the pace of production. Its speed determines the output of your workers. And when the rate of production is fixed, conveyors keep it uniform.

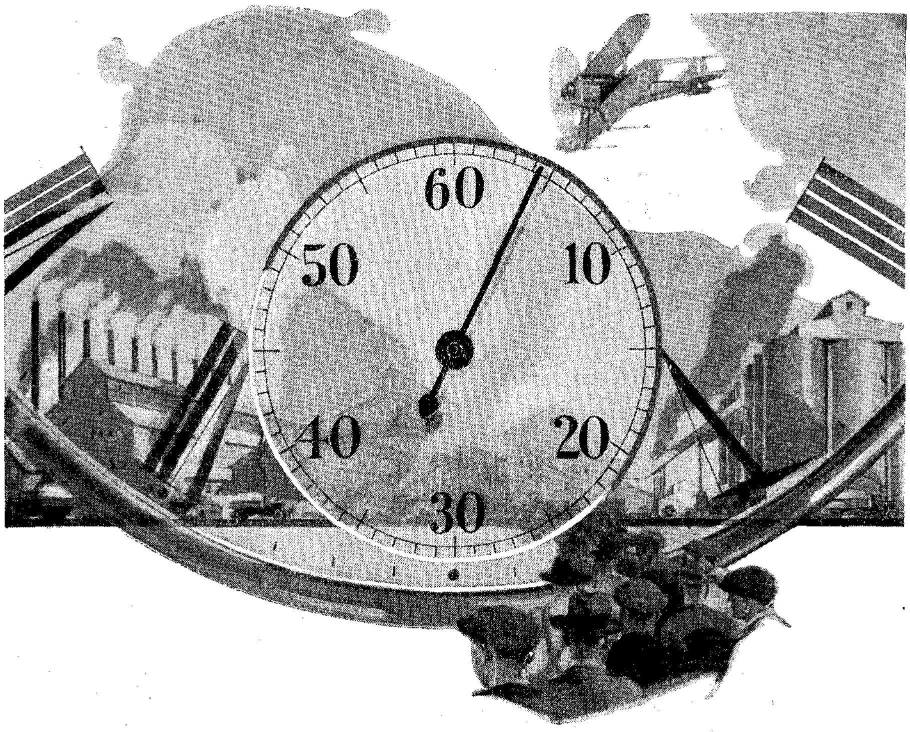
With an uninterrupted flow of material, operators unconsciously conform to the pace. That means larger production from which both workers and employer profit.

Lamson service is for you

If in your plant there is confusion resulting from unnecessary handling and rehandling of materials and products, perhaps a Lamson Conveying System can give you the second picture of order. At your request, a Lamson engineer will study your handling and carrying problems. If conveyors are needed we will devise them to meet your requirements. And after the installation is completed, we will gladly show you how to get the greatest service from it.

THE LAMSON COMPANY
SYRACUSE, NEW YORK
Branches in Principal Cities

Lamson
Conveying Systems



"In Just a Minute"

What happens?

A woman powders her nose. A sluggard sighs. An aeroplane wings through two miles of space.

In the basic industries, minutes are precious units of time. In the portland cement industry they are jammed with action. Last year the mills in this country produced 455,480,000 sacks of portland cement—867 sacks for every minute of the year.

Replacement of worn-out cotton sacks alone created a market for 50,000,000 new ones. 93 yards of 30-inch cotton cloth had to be woven every minute to make them—76 miles of cloth every twenty-four hours.

And dynamite and other explosives—42,000 pounds of them were shot every day to supply the giant crushers with the 130,000 pounds of raw materials used each minute.

Every twenty-four hours the mills burned more than 30,000 tons of coal or equivalent fuel—enough every minute to keep 2 average homes comfortably heated throughout the winter.

This was in 1922.

It has been estimated that building activities this year will create a demand for more than 480,000,000 sacks of cement.

Government figures give the industry's capacity as 600,000,000 sacks per year if the mills are not handicapped by transportation delays, strikes and fuel shortages.

To many "in just a minute" means delay—procrastination. To this basic industry it means speed and yet more speed in the production of a commodity that goes to increase the permanent wealth of the country.

PORTLAND CEMENT ASSOCIATION
A National Organization
to Improve and Extend the Uses of Concrete

Atlanta
Boston
Chicago
Dallas
Denver
Des Moines
Detroit
Helena
Indianapolis
Kansas City
Los Angeles
Milwaukee
Minneapolis
New Orleans
New York
Parkersburg
Philadelphia
Pittsburgh
Portland, Oreg.
Salt Lake City
San Francisco
Seattle
St. Louis
Vancouver, B.C.
Washington, D.C.

PLAYGROUNDS AT HOME AND ABROAD—*Continued*

over the new Government railroad may return to the Coast by another of the most delightful trips in Alaska. This is by motor car from Fairbanks over the Richardson Highway to Chitina, where train of the Copper River and Northwestern Railroad is taken, passing through a region of scenic wonders including Childs and Miles Glaciers to the port of Cordova. Or motor car may be used all the way to the Coast at Valdez, both Cordova and Valdez being ports of call for steamships to and from Seattle.

The approximate time for this "circle" tour from Seattle to Seward, thence to Fairbanks via the Alaska Railroad, from Fairbanks to Chitina and Chitina to Cordova via the Copper River and Northwestern Railroad, and from Cordova to Seattle by ship, is about seventeen days.

Another gateway to Alaska is at the port of Skagway, a voyage of 1,000 miles from Seattle. Here is the southern terminus of the White Pass and Yukon Rail and Water Route for the Altin Lake region, White Horse and Dawson, all lying east of the United States boundary in the Yukon Territory.

The railway ascends the White Pass made famous by the adventurous bands who participated in the gold stampede of '97 and '98. Impressive mountain scenery is encountered every mile until the line reaches the beautiful shores of Lake Bennet. At Carcross no tourist should fail to make a side trip to the scenic wonderland of the Atlin Lakes.

From Carcross northward the railway continues to White Horse, its northern terminus, when Yukon steamer may be boarded for a sail down this mighty river to Dawson. Irregular steamer service from Dawson down the Yukon and up the Tanana River to Fairbanks is available.

The trip from Skagway to Atlin and Dawson and return can be made in from twelve to fourteen days; from Skagway to Atlin and White Horse and return in about seven days.

The wonders of Alaska are by no means confined to the interior regions. The coast is replete with natural attractions and with interesting civilizations. Here are lands of the totem poles, remnants of the ancient Russian régime mingled with budding American industry and increasing population—"the last American frontier."

One of the travel delights of the Alaskan tour is the voyage in the pure cool air of the north, extending through calm waters of channels winding among island labyrinths, passing sparkling glaciers, cascades, forest-bordered bays with ever in sight the snow-clad peaks rising against skies of matchless blue. Detailed information on sailings over these various Alaska steamship routes is given under "Pacific Coastwise" section.

PACIFIC OCEAN COASTWISE TRIPS

Summer coastwise cruises from American or Canadian ports to Alaska continue to grow in favor with the traveling public. An ample selection of routes and lines is available this season. From Northern Oregon to Southern California other coastwise trips are available.

VANCOUVER, VICTORIA, BRITISH COLUMBIA AND ALASKAN PORTS

Four sailings in June, six in July and six in August will be the summer schedule of the Canadian Pacific's British Columbia coast steamship service from Victoria and Vancouver to Alert Bay, Prince Rupert, Ketchikan, Wrangell, Juneau and Skagway, connecting at last-named port with White Pass and Yukon Railway.

VANCOUVER AND BRITISH COLUMBIA PORTS

Steamships of the Grand Trunk Pacific Coast Steamship Co. are operated with frequent sailings between Vancouver, Queen Charlotte Islands, Prince Rupert, Stewart and Anyox.

SEATTLF. SKAGWAY AND SITKA AND SEATTLE ANCHORAGE AND KODIAK

Operated in two divisions, Alaska summer excursions are provided by the Admiral Line (Pacific Steamship Co.). Over the Southeastern Route are weekly departures from Seattle to Skagway (connection with White Pass and Yukon Railway) and Sitka with calls at Ketchikan, Wrangell, Petersburg, Taku Glacier, Juneau. Over the Southwestern Route are two sailings a month from Seattle for Anchorage (connection with the U. S. Government Railroad) and Kodiak with calls at Ketchikan, Juneau, Cordova (connection with Copper River and Northwestern Railroad), Valdez, Seward (connection with the U. S. Government Railroad).

SEATTLE AND ALASKAN PORTS

Vessels of the Alaska Steamship Co. are operated in three divisions during the summer months. On the Southwestern Alaska Route weekly sailings are made for Ketchikan, Wrangell, Juneau, Cordova (connection with Copper River and Northwestern Railway), Valdez, Latouche and Seward. At the last-named port direct connection is made with the U. S. Government Alaska Railroad. On the Southeastern Alaska Route two sailings a month are made from Seattle for Ketchikan, Wrangell, Petersburg, Douglas, Juneau, Haines and Skagway (connection with White Pass and Yukon Railway). Excursion sailings June 14th until August 23rd will call at Taku Glacier. The Bering Sea Route provides a summer service between Seattle, Nome, St. Michael and Golovin.

SEATTLE, VICTORIA, PORTLAND, SAN FRANCISCO, LOS ANGELES HARBOR AND SAN DIEGO

Frequent sailings between these ports are available by steamships of the Admiral Line (Pacific Steamship Co.) coastwise services.

PORTLAND AND SAN FRANCISCO

Sailings every nine days during the summer months between these ports by steamer *Rose City* of the San Francisco and Portland Steamship Co.

SAN FRANCISCO, LOS ANGELES HARBOR AND SAN DIEGO

Steamers *Yale* and *Harvard* of the Los Angeles Steamship Co. leave San Francisco and Los Angeles Harbor three times weekly with sailings to and from San Diego twice weekly.

SAN FRANCISCO, SOUTH PACIFIC COAST PORTS, PANAMA CANAL, NEW YORK

Sailings about every three weeks from San Francisco for New York by vessels of the Pacific Mail Steamship Co. calling at Los Angeles Harbor, Manzanillo, Mexico; San Jose de Guatemala, Acajutala, Salvador, Corinto, Nicaragua, Balboa, Canal Zone; Cristobal, Canal Zone; Havana and Baltimore

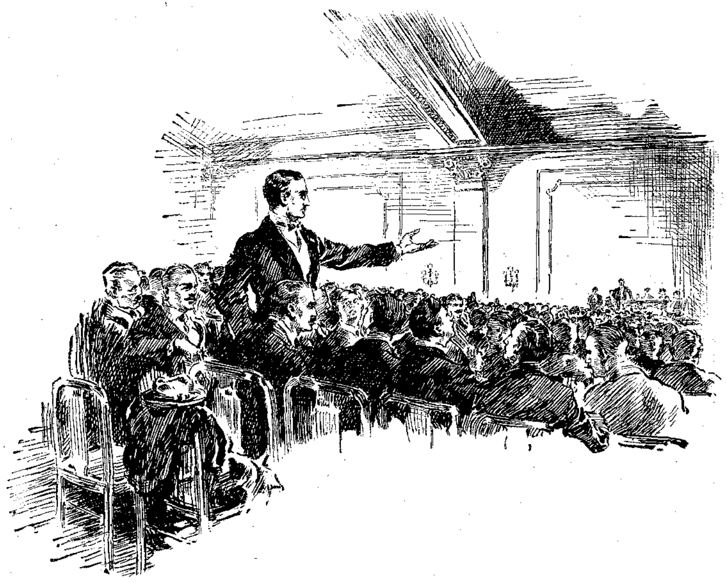
LOS ANGELES HARBOR AND SANTA CATALINA ISLAND

Daily trips between Wilmington (Los Angeles Harbor) and Avalon (Santa Catalina Island) are made by steamer *Avalon* of the Wilmington Transportation Co.

HAWAII'S PERENNIAL DELIGHTS

"A many-hued jewel set in a sapphire sea," wrote Maude Powell of Hawaii. "Where the winds and the waters caress and coax the soul to gladness. Where good-fellowship reigns supreme and June abides always. Where earth, with artless charm, plays at being heaven. Where I have left a throb of my heart and where I shall return some day to find it in the gentle custody of the Hawaiian muse of rhythm and sweet melody. *Aloha nui!*"

Here, after a delightful sea voyage, we



7500 brain power to make your town hum

Here's news for you. From June 4th to 8th, 7,500 brain power will be brought to bear upon the electric light and power problems of your town and every other town in America.

Seventy-five hundred delegates to the National Electric Light Association's annual meeting are coming to New York. This meeting will be a mighty force for better electric service during the coming year. A man from your town will be there, and he will go back home better equipped to serve you.

These men are on the lookout for new ideas. They discuss plans for harnessing our vast water-power resources and for interconnecting the lines which serve whole states. They consider problems of finance—ways and means to attract the billion dollars' new capital needed each year to develop service.

That the electrical industry will grow as the needs of the nation grow, building a service to every meet demand placed upon it, is assured by the spirit of earnestness and progressiveness which marks these annual meetings.

Published in the interest of Electrical Development by an Institution that will be helped by whatever helps the Industry.

Western Electric Company

Since 1869 makers and distributors of electrical equipment

Number 39 of a series

You won't

turn him down!

Pretty confident grin on the little Eskimo kid! He *knows* his live, friendly drink will get a glad hello from the crowd. *They all like it.*

Clicquot Club is just about a perfect thirst-quencher. Its tang and sparkle and fragrance make a happy combination for killing a thirst.

You couldn't have a purer drink—spring water, real Jamaica ginger, excellent fruit flavors, and cane sugar. Those are the good things that go into Clicquot Club.

And the blend has been a favorite for 38 years.

Try Clicquot Club Sarsaparilla too—and the Root Beer and Birch Beer. Order from your grocer or druggist.

The Clicquot Club Company, Millis, Mass., U. S. A.

Clicquot Club
Pronounced Klee-Ko
GINGER ALE

PLAYGROUNDS AT HOME AND ABROAD—*Continued*

may visit one of the most intensely interesting of American territories and one of our most unusual national reservations.

"Honolulu is a fitting gateway to Hawaii National Park," says the Government booklet "a beautiful semi-tropical city where the principal steamship lines of the Pacific converge at the 'Crossroads of the Pacific.' It is the capital of the Territory of Hawaii, the largest city in the Hawaiian group, with a population of 90,000; a city of cosmopolitan air and western aspect, with every modern improvement, but, most appealing of all, a climate that varies but a few degrees the year round, never too hot or too cold, a veritable everlasting spring, with an abundance of native fruits, flowering trees and blossoming bushes and plants.

"There are eight islands in the main group with a total area of 6,405 square miles, 4,015 of which make up the Island of Hawaii, the 'Big Island,' upon which the chief areas of the National Park are located. The Island of Kauai, 100 miles northwest of Honolulu, is known as the 'Garden Island.' Besides enchanting scenery, it is favored with a number of natural attractions, such as the Barking Sands of Nohili, the Spouting Horn, Haena Caves and numerous pretty beaches and bays, waterfalls and cañons.

"Between Honolulu and the Island of Hawaii is Molokai, where great bands of wild deer range, and Maui, the 'Valley Island,' which contains an area of the Hawaii National Park embracing the largest extinct crater in the world, Haleakala, the 'House of the Sun.'

"Not considering beauty, the greatest appeal of the Hawaiian Islands is their all-year-around fitness for outdoor life—hiking, swimming, tennis, golf, hunting, fishing, and, most exhilarating of all, surfing on great boards or in outrigger canoes.

"The 200-mile jaunt from Honolulu to Kilauea Volcano, on the Island of Hawaii, is an overnight sea voyage which lands the visitor in the pretty city of Hilo early in the morning after an entrancing cruise in the first clear light of the sun along the surf-smashed Hamakua coast, back from which on the slopes of the great, 13,825-foot mountain of Mauna Kea, the highest in the Pacific, stretches miles of light green sugar cane. Hilo is the second city of the Territory. The popular way to visit the crater is in automobiles, which receive the visitors at the foot of the steamer landing and two hours later deposit them at the edge of the Crater of Kilauea, after a ride along excellent mountain highway, bordered first by sugar cane and then by lofty fern trees, tropical flowers, bushes and berries.

"Thirty-one miles from Hilo, one obtains first sight of the Crater of Kilauea, a vast lake of nearly 3,000 acres of shiny, black, hardened and cracked lava encircled by grim abrupt bluffs 500 feet in height. This great depression lies at about 4,000 feet elevation, and within is the pit of Halemaumau, the 'House of Everlasting Fire,' which for years has drawn travelers from the four quarters of the earth. This pit, 2,000 feet across, contains the lake of fire, one of the seven wonders of the world.

"The Haleakala section of the Hawaii National Park, on the Island of Maui, contains the largest extinct volcano in the world, within the crater of which could be placed the city of Philadelphia. From the crest, over 10,000 feet high, one sees a crater whose rim is 21 miles around, enclosing 19 square miles of lava flows, smaller cones and cinder banks. Sunrise and sunset effects on the clouds as seen from the summit are one of the sublimest spectacles imaginable.

"The trip to Haleakala and Maui may be made in conjunction with the trip to the National Park areas on the Island of Hawaii, either in going to or returning from Hilo or other ports on the Island of Hawaii.

"One of the most interesting side trips from the Volcano is a three-day riding or hiking excursion to the huge Crater of Mokuaweoweo at the summit of Mauna Loa which is included within the Mauna Loa section of the Hawaii National Park.

"About four days from Wailuku, county seat of Maui, are required for a horseback excursion to the summit of Haleakala, across the floor of the Crater, along the seacoast, returning over either the upper or lower famous ditch trails of East Maui.

"Perhaps the most spectacular of Maui's many other points of interest is Iao Valley, a green cleft of dizzy depths in the heart of tropical mountains near Wailuku. There are good hotel accommodations and transportation facilities on Maui."

The Island of Hawaii is encircled by an automobile road crossing recent lava flows and it may be negotiated easily in three days, altho much more time should be allowed to thoroughly enjoy the trip.

Steamship service between the islands is provided by the Inter-Island Navigation Co. and the Matson Navigation Co. Sailings between Hawaii and the mainland are given in detail under the "Pacific Ocean" section.

VOYAGES ACROSS THE PACIFIC

From Vancouver, Seattle, San Francisco and Los Angeles Harbor originate voyages to our own fascinating Hawaii, with unusual scenes of the Orient, South Sea Islands, New Zealand and Australia.

VANCOUVER AND THE ORIENT

From Vancouver and Victoria for Japan, China and Manila sail fortnightly the *Empress* steamships of the Canadian Pacific Steamships Limited.

VANCOUVER, HAWAII, FIJI ISLANDS, NEW ZEALAND AND AUSTRALIA

Sailings monthly from Vancouver and Victoria for Honolulu, Suva (Fiji Islands) Auckland (New Zealand), Sydney (Australia) are provided by ships of the Canadian Australasian Royal Mail Steamship Line.

SEATTLE AND HAWAII

Sailing from Seattle every thirty-five days direct for Honolulu is operated steamship *Lurline* of the Matson Navigation Co.'s Seattle-Hawaii service, this voyage occupying eight days.

SEATTLE AND THE ORIENT

Between Seattle, Japan, China and Manila are sailings every twelve days by United States Shipping Board steamships operated by the Admiral Oriental Line. Between the same ports service is also provided by vessels of the Nippon Yusen Kaisha (Japan Mail Steamship Co.).

SAN FRANCISCO AND HAWAII

Sailings every Wednesday from San Francisco and Honolulu with certain ships making side trip to Hilo and return and to Kahului and return are provided by the fleet of the Matson Navigation Co.'s San Francisco-Hawaii service.

SAN FRANCISCO AND THE ORIENT

Fortnightly sailings from San Francisco to Japan, China and Manila via Hawaii are made by vessels of the Pacific Mail Steamship Co. under the American flag. Also over the central route steam the fleet of the Toyo Kisen Kaisha (Oriental Steamship Co.), with sailings about every two weeks.

"I'm Waiting Till the Water Gets Hot, Ma'am"

WASH DAY, the breakfast dishes not done, the kitchen floor to be scrubbed—and the water not yet hot.

What wouldn't you give to have instantaneous hot water—just to turn the faucet and get a piping hot stream, clean, sparkling and plenty?

Pittsburg Water Heaters have made hot water as easy, and as simple to have, as light from an electric lamp. Just a twist of the wrist and hot water flows instantly.

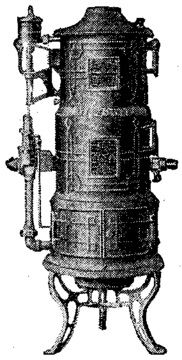
And the Pittsburg produces hot water cheaper per gallon than any other method.

There are eighteen different sizes and types of Pittsburg Water Heaters, one of which will exactly suit your requirements—one that will give your home an unfailing supply of hot water in the most economical way.

There is a Pittsburg dealer near you (either the gas company or a prominent plumber) who will gladly demonstrate the Pittsburg to you. He will advise you as to the type and size for your needs and will tell you how easy it is for you to get one on an *easy-payment plan that allows you practically to make your own terms.*

Or, write to us, mentioning the number of hot water faucets there are in your home and the number of persons in your family. We will recommend the proper size Pittsburg for you and at the same time send you a copy of "The Well-managed Home," an interesting little book telling the whole story of hot water service.

PITTSBURG WATER HEATER CO.
Pittsburgh, Pa.



Bear in mind that Pittsburg Water Heaters are made and guaranteed by the oldest and largest manufacturers of copper coil heaters in the world, a company with a reputation extending over a quarter of a century.

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"If it's done with heat, you can do it BEST with gas"

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What It Does

1. Makes Easy Starting.
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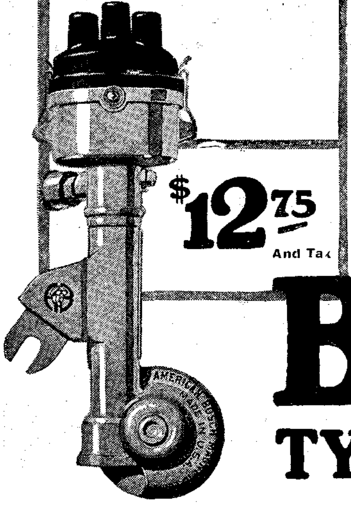

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Improve Your Ford

You can make your Ford perform like a high priced car—

She'll start easily, run smoothly, whiz up the hills on high, and dart away first after a traffic hold-up.

You'll have no more timer trouble, and you'll seldom have to clean the plugs.

You won't even have to bother with the spark lever when driving. You'll save gas, oil and repair bills.

If you equip your Ford with the Bosch Type 600 Ignition System, you'll have a smoother running engine than many of your neighbors, who paid twice as much for their cars.

Money back in 30 days if you're not satisfied.

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AMERICAN BOSCH MAGNETO CORP'N
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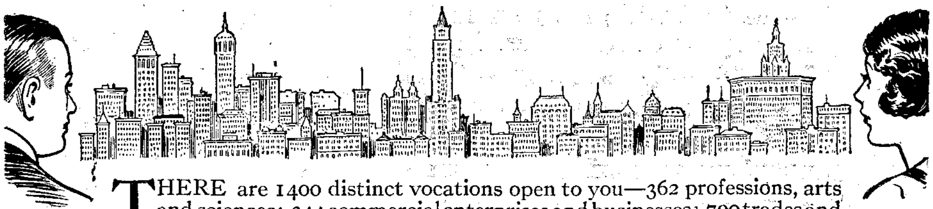


THERE are 1400 distinct vocations open to you—362 professions, arts and sciences; 344 commercial enterprises and businesses; 700 trades and skilled vocations. Find out which you are most interested in, and for which you have the greatest natural ability, and get into that line.

Employers to-day are quicker to engage men and women who are really interested in their work, because they know such ones accomplish most. This reacts to your advantage, for better pay goes with better work. Besides, you are not merely "holding down a job," but are enjoying your work as you do it. This enables you to forge ahead, as the mere "grind" never can.

The Best Paying Job

The job you are most interested in and best fitted for, pays the best—not only in money, but in contentment and advancement. Also, it is easier to get; and offers the greatest opportunity for rapid development and permanent success.

The important thing is to find out, without loss of time, what you are best fitted for, both by inclination and ability. This is now easy through the wonderful new book, "HOW TO CHOOSE THE RIGHT VOCATION," by Holmes W. Merton, the eminent Vocational Counselor.

1400 Vocations Open to You

This remarkable volume describes the requirements of over 1400 vocations. From these detailed descriptions, you can judge which ones you would be most interested in to make your life-work. The author shows you how to discover whether or not your present work is the **right** work; how to examine yourself and analyze your ability, to ascertain just what work you are best fitted for; how to bring into play your greatest powers and make your work yield the most satisfaction and profit.

Thorough Self-Examination

In addition, there are 720 self-testing questions. When you answer these frankly, you will get a wonderfully clear understanding of yourself, your abilities, your inclinations, and the prospects offered you by different vocations.

Help Your Son or Daughter to Choose Wisely

When the great decision must be made as to what line of work your boy and girl will enter, don't let them make the mistake of choosing the work that is not the best work for them, because their whole future is likely to be ruined in consequence. This wonderful book will render service of incalculable value in showing them how to choose their vocation wisely and insure success and satisfaction in their life-work.

Employers—Get the Right Men

The executive who knows how to pick the kind of workers that will fit naturally into his business, will save thousands of dollars that are lost when the wrong men are employed and allowed to lower the efficiency of the staff. This book will help you find the right man for every position in your business.

This book is eminently practical. Here is concentrated the experience of many years in successfully guiding thousands of men and women in the choice of their life-work. It is vitally necessary to every man or woman who wants the right job—to every parent who wants his son or daughter to find the right place in his or her life-work—to every employer who wants to know how to pick the right man for every place in his business. The *Atlanta Constitution* truly says: "By following the instructions given by Mr. Merton, young men and women may be saved years of wasted effort and disappointment."

Cloth Bound; 312 pages, $1.50 net; postpaid, $1.62

FUNK & WAGNALLS COMPANY, 354-360 Fourth Avenue, New York, N. Y.

PLAYGROUNDS AT HOME AND ABROAD—*Continued*

SAN FRANCISCO, HAWAII, SAMOA AND AUSTRALIA

From San Francisco via Honolulu, Hawaii, and Pango, Samoa to Sydney, Australia; monthly sailings are available by "Sydney Short Line" of the Oceanic Steamship Co.

SAN FRANCISCO, SOUTH SEA ISLANDS, NEW ZEALAND AND AUSTRALIA

Steamships of the Union Steamship Co. of New Zealand, Ltd., leave San Francisco monthly for Papeete (Tahiti), Rarotonga (Cook Islands), Wellington (N. Z.), and Sydney (Australia.)

LOS ANGELES AND HAWAII

Fortnightly sailings from Los Angeles Harbor direct to Honolulu are made by vessels of the Los Angeles Steamship Co.

THE CALL OF CANADA

Within the three and one-half million square miles of its great reach from ocean to ocean, the Dominion of Canada has vast and entrancing summer playgrounds. Here are the great free spaces of the Northland, swept by cool and pure breezes. Here are limitless forests, innumerable waterways, surpassing mountain grandeur. Here too are places rich in historic association and regions in which bits of Europe have been transplanted.

The recreation areas of the Dominion might be divided from east to west into four general divisions: first, the Maritime Provinces; second, the Laurentian formation and St. Lawrence Valley; third, the Ontario Highlands; and fourth, the Canadian Rockies—Pacific Northwest.

Within one or another of these regions every variety of summer recreation and every choice of travel is available. You may voyage by ocean steamships, paddle over streams and lakes, climb lofty peaks, hike over glaciers, ride 3,000 miles over a single railway system, or motor over excellent highways.

To give even an outline of travel in this domain requires a thick volume of Baedeker printed in small type. All that we may hope to accomplish here is to take some tempting peeps at a few of Canada's most notable attractions and in part through others' eyes. Let us first glimpse the Maritime Provinces with Frederic Yorston in "Canada's Future" (Macmillan).

"There is a Highland Cape Breton," says this author, "with every man proud of his race and the strip of earth upon which he was born. Here, near the lovely Bras d'Or Lakes, we find descendants of clans famed in Scottish history. . . . Volumes could be written about the beauties of Baddeck. Sydney or Whycocomagh may be reached by steamer from Baddeck. The sail is surrounded by scenery of marvelous beauty.

"Crossing the Straits of Northumberland, we come to Prince Edward Island. The early French explorer's 'La baffe et belle Isle'—low and beautiful island—and the Islander's 'Garden of the Gulf' are sobriquets as eloquently descriptive of Prince Edward Island to-day as when they were first bestowed on this province.

"No tour in this part of Canada would be complete without visiting the city of the Loyalists, St. John, New Brunswick, and traveling thereafter to the storied land of Evangeline, and the meadows of Grand Pré, which has been rendered so famous by the genius of Longfellow.

"Passing through the famous Matapedia Valley, on the way to Upper Canada, the visitor is imprest by the wonderful game areas in this part of the country. It is a strange fact that while Quebec, and the Maritime Provinces of New Brunswick and Nova Scotia, were the earliest settled portions of Canada, they still remain, in many respects, its best big-game territory. There are hundreds of square miles of forests and barrens, where the moose, caribou, deer, and bear roam as free as did their kind a hundred years ago."

The principal gateways to the Maritime Provinces are as follows: Nova Scotia is entered through Yarmouth, Digby and Halifax, Yarmouth being connected with Boston by direct steamer of Boston & Yarmouth Steamship Line; Digby is connected with St. John, N. B., by Canadian Pacific System boat; Halifax is a terminal of the Canadian National Railways System connecting with New England rail lines, and it is also a terminus of the Dominion Atlantic Railway. By water Halifax is reached by the Red Cross Line and is a port of call of the Furness-Bermuda Line's New York-Quebec cruises. The approach to New Brunswick is by Canadian Pacific and Canadian National Railways, each having United States connections.

Access to Prince Edward Island is by steamer from Cape Tormentine, N. B., to Borden, rail service on the Island being provided by the Canadian National System.

North of New Brunswick is the beautiful Chaleur Bay region and the historic and romantic Gaspé country, at whose eastern capes stands that mighty sentinel, Percé Rock, a fascinating land for summer sojourns.

Eastward of the St. Lawrence Gulf, with its own government, is rugged Newfoundland, noted for hunting and fishing. The steamer approach is from North Sydney, N. S., to Port Aux Basques.

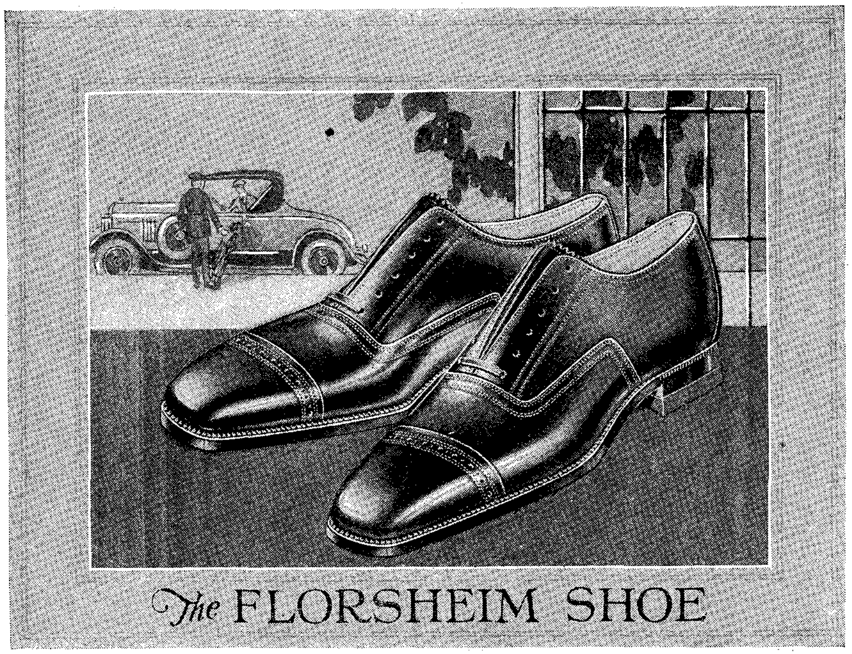
In the Provinces of Quebec and Ontario are many and diverse playgrounds for the summer visitor.

Linking the Great Lakes with the sea is that great river which since days of discovery has played such an important part in Canada's life. No other inland water trip on the continent can provide quite that variety of scenery, peoples and historic surroundings which the St. Lawrence offers in its course from Lake Ontario to the Gulf.

Over the great lake is its beginning, then threading among the Thousand Islands, plunging down racing rapids, to the Dominion's commercial metropolis, Montreal, passing under the heights of ancient Quebec into the heart of French Canada, to the mouth of that other river of fascination, the Saguenay.

All the way from Toronto the journey over these two rivers has pleasant breaks; at the Thousand Islands; Quebec; Murray Bay, Tadousac, Ha Ha Bay or Chicoutimi.

"Montreal," says Katherine Hale in "Canadian Cities of Romance" (McClelland & Stewart), "is surprizing and vastly attractive. To come up the river from the sea, or to go down the river from



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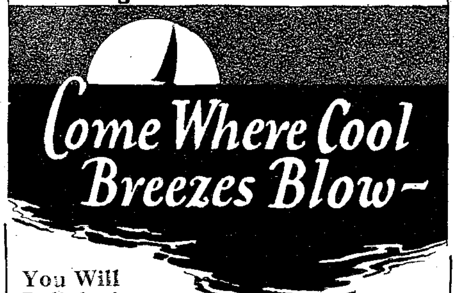
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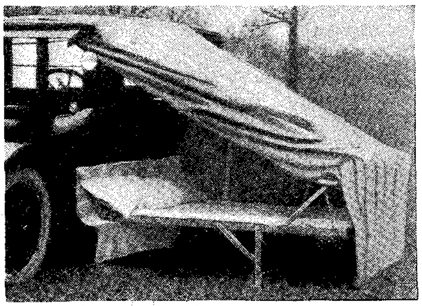
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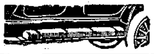

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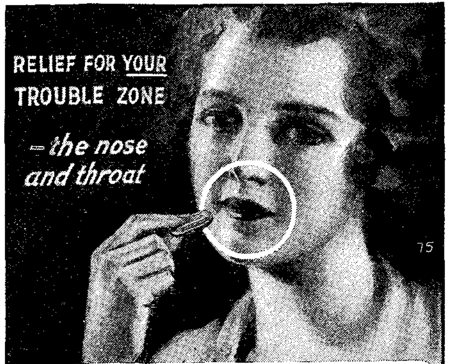

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PLAYGROUNDS AT HOME AND ABROAD—*Continued*

Toronto and so approach Montreal, is to realize the beauty and the prevalence of her cathedral domes coming like the sound of bells. If the sun shines you catch a golden note, and then another and another; and in spite of myriads of rooftops and the unfolding of a great city, laid terrace-like at the foot of Mt. Royal, you know that Montreal is a circle."

"The city of Quebec," says the same author, "has been loved by generations of Canadians. Like some beautiful old native song there is hidden in her, quaint repetitions and the racial themes that link her, decade by decade, with the past and the present. She has been the priceless subject of many a picture, song and story."

A stroll over the lofty esplanade fronting the Château Frontenac, where stood in 1620 the Château St. Louis, and through the narrow winding streets of its Lower Town is not to be omitted from the St. Lawrence tour.

The lower river with fashionable Murray Bay, quaint towns of the habitants, is walled on the north by the Laurentians most of the way to ancient Tadousac with its picturesque setting at the mouth of the Saguenay. No more fitting climax to the voyage down the St. Lawrence could await the tourist than its extension into the deep cleft in the Laurentians through which flow the Saguenay's dark waters. For here is scenery which only a Norwegian fjord can approach.

Outstanding in the Saguenay's impressiveness to the traveler are the famous capes, Trinity and Eternity. Few have given a better picture of these formations than T. Morris Longstreth in his recent book "The Laurentians" (Century Co.) as he viewed them from a canoe:

"No mark of civilization was to be seen along either shore. No sail broke the fine line of the on-flowing river. No transient commotion of humanity intruded on this epic setting of the earth's great drama.

"Behind, we were conscious of an amphitheater of savagery—jutting headlands, green bays, and sullen river. But what lay before absorbed all thought: Cape Trinity; then the parapets of heaven receding into a sea of gold; then a shadow-laden gulf; and last, Cape Eternity. This was great panorama. . . . Here nature was for once art."

"Undoubtedly Cape Trinity, mounting from the mystery at its base, in three bold terraces clearcut against the north, to the very peak of wonder, was the nuclear spectacle. Again and again our eyes came back to its gray sublimity. Thence, like the rim of a far-seeing citadel, the lofty ramparts of the Laurentian range filed westward into the clear evening light. This had never been told me. The world's best adjectives had been directed at the cliff; but this even more astounding march of scarp and forest-interval had not been mentioned. Its lofty rhythm of valley, peak and valley, into the elevated plateau-lands of the west, was the sublime sight. For sheer beauty perhaps the ravine, occupied by fir-forest, claimed my affection. And then affection was changed to austerity by Cape Eternity, solid, huge, imaginably proud even in the face of the Almighty. These two vast bluffs were the dual arms of a Titan's throne."

Little wonder that the Saguenay trip is one which tourists are wont to repeat many times, for its thrill never palls.

Beyond the headwaters of the Saguenay lie Lake St. John and a mountain and lake country of rare charm, a region delightfully and sympathetically described by Mr. Longstreth in his book already mentioned.

In the Highlands of Ontario are many of the Dominion's most famous summer playgrounds, including a labyrinth of lakes, rivers and streams. Here are the Kawartha Lakes, in Indian translation, "Bright Waters and Happy Lands"; the exquisite Muskoka chain of lakes, signifying to the Red Man "Clear Sky Land"; the Lake of Bays and north and westward Nipissing; Temagami "Deep Water"; the Point au Baril country bordering Georgian Bay with its thirty thousand islands; the French River territory and Nipigon.

To quote again from Frederick Yorston's "Canada's Future":

"The whole back country of settled Ontario is one great maze lakes, streams and forests. . . . . Lakes of all shapes and sizes, full of beautiful wooded islands, form the characteristic feature of this wonderous wilderness. . . . Equally interesting is a visit to the Lake of Bays region of Ontario.

"In the Algonquin Provincial Park, Canada possesses a virgin wilderness within striking distance of civilization and city life. The area of the park is, roughly, two and a half million acres. The whole is heavily wooded, and wild life within its borders has increased so wonderfully that it is hardly possible to walk a quarter of a mile along a bush road without sighting red deer, or other forest denizens."

Comfortable bungalow camps will be open this season for the first time at "Lake of the Woods" Nipigon and in the French River region.

From Montreal, Ottawa, Toronto and other points, this region is accessible by various lines of the Canadian National and the Canadian Pacific's rail and lakes services.

Crossing the continent and entering Manitoba are many huge waterways less frequented but with many inducements for those hardy sportsmen who delight in leaving the beaten paths of travel.

It is in Western Alberta and British Columbia that Canada's mountain scenery reaches its sublimest heights. Here among the great ranges of the Rockies, Selkirks and Cascades is, as Professor Adams of McGill University says, in his "The New Canada" (Dutton): "A sea of mountains washed by the waters of the Pacific on the west, the most accentuated and beautiful part of the Dominion. Here, in the heart of the Rocky Mountains National Park, surrounded by towering summits, nestles Banff and near by idyllic Lake Louise and

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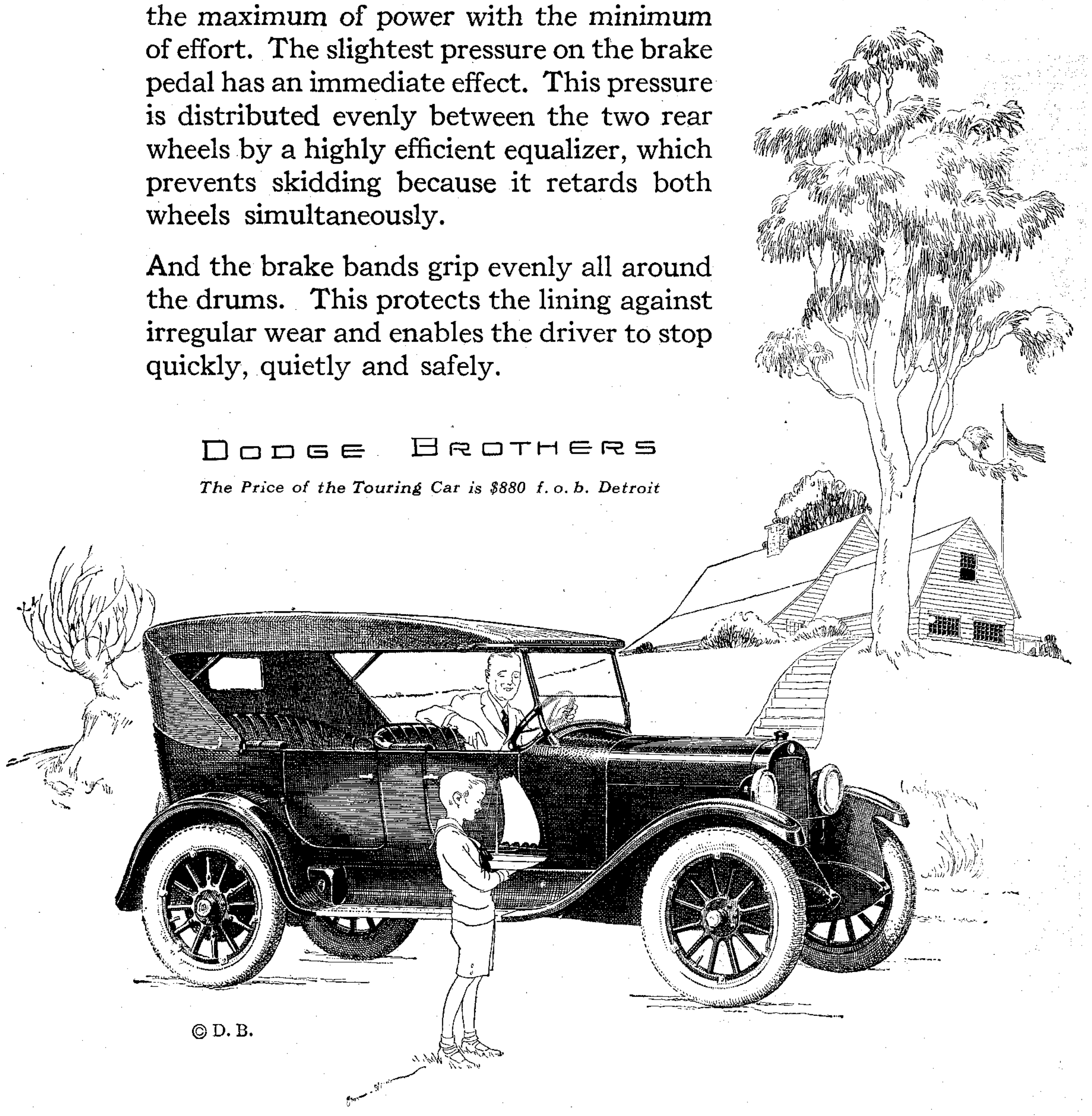

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PLAYGROUNDS AT HOME AND ABROAD—*Continued*

near here is that "most complete picture of natural beauty, O'Hara Lake." Off the beaten path, too, is that other area of natural beauty, the Waterton Lakes National Park.

The Banff-Lake Louise-Field region of the Rockies and the Glacier region of the Selkirk Range are intersected by the transcontinental line of the Canadian Pacific System.

Penetrating the very heart of the wildest Canadian Rocky Mountain scenery is the new Government-constructed Banff-Windermere Motor Road, which will be open to the public on June 30th. This highway is 93 miles long, and is the last link of a 6,500 circle tour that touches at ten national parks—American and Canadian. It also completes a smaller Canadian motor circle touching at Calgary, Banff, Sinclair Hot Springs, Windermere, Cranbrook, Fernie, Macleod and back to Calgary. It is estimated that at least 15,000 automobiles will pass over this road in 1923, 75 per cent. of them from the United States.

An unusually attractive feature of vacation life in the Canadian Rockies is the series of bungalow camps open from June 15th to September 15th which provide comfortable accommodations and good food at reasonable rates. Those in the Canadian Rockies are Moraine Lake Camp, Lake O'Hara Camp, Lake Wapta Camp, Yoho Valley Camp, Emerald Lake Bungalows (connected with the Chalet); Sinclair, Vermillion and Lake Windermere Camps are in the Columbia River Valley on the west curve of the motor loop completed by the Banff-Windermere Highway.

At Calgary, Alberta, the "City of the Foothills," will be held July 9th to 14th the Calgary Exhibition, including cowboy rodeo, an Indian parade, buffalo barbecue and other attractions.

Northward lie other national parks and regions of scenic grandeur. A century past Jasper House was a famous trading-post of the Hudson's Bay Company.

"The vast tract of country surrounding it," says Mr. Yorston, "of which the Yellowhead Pass is the western outlet, has been set aside as a national reserve, and has been given the name of Jasper Park. This national playground of scenic beauty and grandeur, and largely unexplored wonders, covers 5,450 square miles, almost one-half the size of the Kingdom of Belgium, and somewhat more than one-third the size of the Kingdom of Denmark. "The altitude, which can practically be varied at will, the presence of immense forests of fir, and the bright sunshine which prevails throughout most of the days of the year, give to the air of this region invigorating and health-giving qualities, probably unsurpassed anywhere on the continent."

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THE EUROPEAN TOUR

A European tour fills the imagination with a wondrous train of pictures. If the tourist is susceptible to the lure of cities there is London, Paris, Rome, with much that is intriguing, ancient and modern. If glittering resorts attract him there are Monte Carlo, Biarritz and Ostend. If nature in her grander moods appeals to him there is an endless choice from the stern fjords of Scandinavia to the Trossachs of Scotland, the charming Lake County of England, pastoral beauty of Normandy, majesty of the Swiss and Italian Alps and the lake region of Italy. History, past and modern, is unlocked in a thousand shrines and interesting peoples disclosed. The problem is not then how much is worth while to see but how much of the worth while can be seen.

Motor touring in Great Britain and on the Continent, either in conjunction with steamer and railway lines or entirely by itself, is growing in extent. Private or escorted trips are available, many including all expenses. Next to tramping or cycling, probably no other means of travel brings the tourist into such intimate contact with rural life, scenery and historic buildings.

The American transatlantic tourist landing at Liverpool, for instance, may depart upon a tour to Chester and on to the famous lake districts of Westmoreland, continuing through Trossachs to Edinburgh, returning through Yorkshire, the Cathedral towns and Shakespeare's country, Oxford and the Thames Valley to London. If the start is from Southampton or London the route leads through the south country, Devon and Cornwall and Wessex.

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"Yes"-32
"No"-3

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In the new metal soap box

PLAYGROUNDS AT HOME AND ABROAD—*Continued*

phases, as well as the more monotonous attractions of the sophisticated centers. For Paris is not France, nor London England. A four-day motor tour through rural France will give you a truer picture of that land, and a better understanding of its people, than four weeks in Paris, wonder city tho it is. Along Devon roads and the byways of the Hardy country and amid the Yorkshire dales, more than in London, the traveler meets real England face to face. This comparison holds true everywhere in Europe."

Tours to France and beyond include—

"First the châteaux country in the valley of the Loire, or perhaps the longer route through picturesque Normandy and the fisher villages of Brittany; then along roads lined with vineyards, and through vast pine forests to the borders of Spain, at Biarritz; from the Bay of Biscay to the Mediterranean, through the splendid, wild scenery of the Pyrenees; across Provence, with its wonderful Roman remains; along Riviera roads, lined with olive orchards, cork trees and palms, and always the blue waters of the Mediterranean. Then north again, through the gorges and over the Cols of the French Alps to Aix-les-Bains; and back to Paris by Verdun and Reims and the battlefields."

Then there are the magnificent mountain highways of Switzerland and a tour back from Italy through the Dolomites and Tyrol to Munich and Nuremberg and the Rhine Valley or from Switzerland through the Black Forest into the Rhine Valley.

"Or we may choose to follow the Azur coast down into Italy, to Genoa, Pisa, Rome and its treasures of art and monuments of imperial greatness; Naples beautiful for situation, with Pompeii, Sorrento, Capri and Amalfi near at hand; then back by Florence, rich in art and in history, Venice, Milan and the charming Italian Lakes, and over the Simplon or the St. Gotthard to Switzerland.

"And so to little Holland, where there are no hills to break the level lines of the landscape, but windmills, and masts and sails of vessels which seem to be moving over dry land. Brussels, certainly, and more of Belgium if we may, including the Flanders Front, Bruges and Zeebrugge, Ostend and Ypres."

"There is no doubt that this year more Americans will go and enjoy Switzerland than ever before," says Frederick Dossenbach, author of "How to See Switzerland." "Switzerland has done everything possible to encourage travel. No more passport visé is required and prices in the hotels have gone back almost to pre-war standards. Railway service which has always been praised as efficient, punctual and safe beyond reproach, and the absolute spotlessness of the Swiss railroad carriages with their large observation windows, has always been the comment of the tourists.

"Never before in the history of Switzerland as a tourist country has there been published a summer program with such a great number of noteworthy events. From June 10th to Sept. 30th, every Sunday the Passion Play will be given at Selzach, which is considered musically far superior to the play of Oberammergau. During July Concours Hippiques at Lucerne and Interlaken. During the same month the International Faucille Automobile Race will take place at Geneva, and an International Rowing Regatta at Lucerne.

"A series of championships will be contested for on the splendid golf courses at Samaden, Upper Engadine; at Aigle in the Rhône Valley (the links of the Montreux Golf Club); on the Dietschyberg above Lucerne and on the Dolder above Zurich.

"Alpine festivals, where all 'the native atmosphere' is at hand, wrestling, football and rifle-shooting matches, organized Alpine Clubs' tours, summer ski festivals, wondrous flower shows, etc., are promised in such bewildering number that no matter when a visitor may happen to sojourn in a place, he will never suffer from a trace of ennui."

A summer trip to the wonderlands of the Vikings is an experience that will long linger in the mind of the tourist.

"Through the incomparable fjords of Norway," says Dr. Sigel Roush, American traveler, journalist and lecturer, "to the North Cape, then across the silent stretches of the Arctic Ocean to Spitzbergen—that vast ice-encumbered group of eon-old islands lying but a few degrees from the very Pole itself—constitutes a cruise that for uniqueness, interest, and impressive beauty can not be duplicated elsewhere in the whole world."

"Experienced American travelers," says Birger Nordholm, writing in the *Swedish-American Trade Journal*, "are beginning to discover that Sweden is one of the world's ideal tourist lands. It is just enough off the beaten path to give it a spice of adventure. And yet its communications with Continental Europe and the British Isles are so close, and its railways and steamship lines so modern and efficient, that one may enjoy *de luxe* travel while adventuring.

SUMMER STEAMSHIP ACCOMMODATIONS

Over the Atlantic steamship lanes will be operated this summer a fleet of vessels exceeding in size, luxury and comfort any argosies heretofore in this or any other ocean service. An impression somewhat prevalent that steamship facilities are heavily taxed and European bookings difficult to obtain is unfounded. Another misconception is that political disorders render European travel uncomfortable.

"Additional tonnage in the transatlantic field this season will furnish ample accommodations for all tourist travel," says P. W. Whatmough, Passenger Traffic Manager of the Cunard Line. "Conditions abroad are normal outside of the small area of the Ruhr and our advance bookings indicate the usual number of travelers will visit Europe this season." This also is the opinion of the traffic managers of the principal steamship lines. R. H. Farley, speaking for the lines

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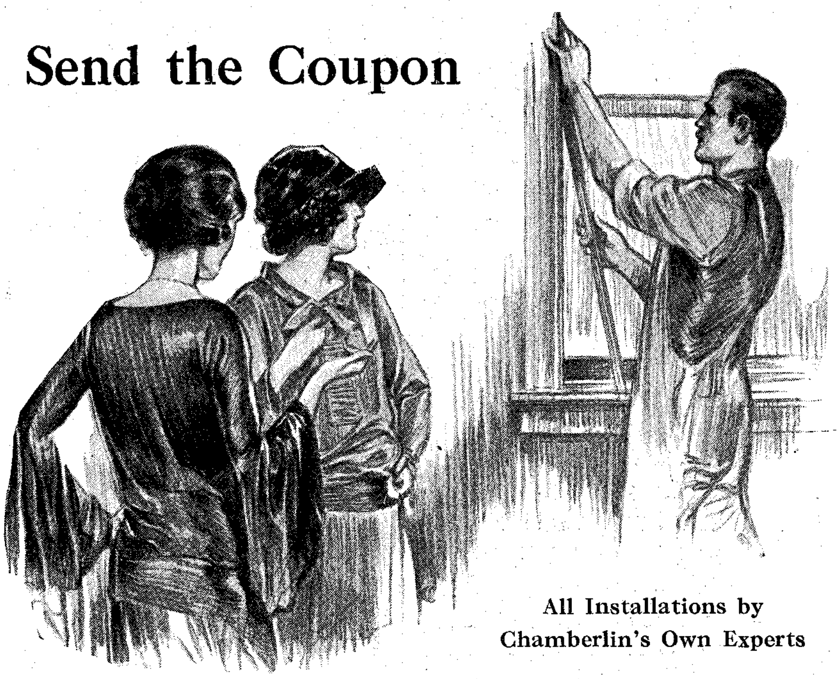

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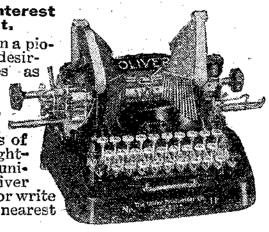

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PLAYGROUNDS AT HOME AND ABROAD—*Continued*

operated by the International Mercantile Marine, says, "While bookings are heavy they will be able to take care of all business to Europe this summer."

The opportunities for an inexpensive trip abroad were never brighter than at present. Well appointed steamships of the "one-cabin" type sailing from Canadian and United States ports afford comfortable trips for professional men and women whose travel funds may be limited, while it has been estimated by foreign travel experts that the average person may travel in England at a per diem expenditure of from $1.20 to $2.00; in Holland from $1.25 to $1.75; in Scandinavia from $1.30 to $2.00; in Belgium from $1.50 to $2.25; in France from $1.25 to $2.00; in Germany, Austria and Hungary from $2.00 to $4.00; in Switzerland from $1.30 to $1.75; in Italy from $1.50 to $2.50; and in Spain from $1.30 to $1.55.

An outstanding event in steamship happenings this summer will be the entry into the Atlantic service of the greatest ship of the American Merchant Marine, *Leviathan*. With gross tonnage of 59,956.65 this giantess, operated by the United States Lines, contends with the *Majestic* and *Berengaria* for the "biggest ship in the world" honors. Upwards of three thousand artizans have been engaged for a year and a half in her reconditioning, which has cost the Government eight and one-half million dollars. The aim has been to attain the latest standards of comfort, good taste and mechanical perfection. Steaming out of New York Harbor for Cherbourg and Southampton on Independence Day, with the Stars and Stripes flying from her main truck, this superb liner will mark an epoch in American shipping.

Other new or reconditioned steamships are scheduled for operation over the Atlantic lanes.

The latest addition to the International Mercantile Marine fleet is the great Red Star liner *Belgenland*, just recently having made her début on the New York-Plymouth-Cherbourg-Antwerp route. The new White Star Dominion steamship *Doric* is scheduled to make her maiden voyage on June 7th from Montreal to Liverpool, while the new *Minnewaska* of the Atlantic Transport Line (for first-class passengers only) will make her maiden voyage from New York on July 4th. During the summer the White Star's three notable liners *Majestic*, *Olympic* and *Homeric* will continue in the New York-Cherbourg-Southampton service.

The Cunard Line's "big three" ships *Berengaria*, *Aquitania* and *Mauretania* will be operated during the season between New York, Cherbourg and Southampton. The *Samaria*, *Scythia* and *Laconia*, new Cunard oil-burners, will be active in the Cunard service during the summer. The *Franconia*, which will enter the North Atlantic service during the summer, is claimed to be the first ship built solely for circumnavigating the globe, and will embark upon a world tour early in the fall.

The once famous German transatlantic lines are reentering gradually the ocean trade. The United American Lines and Hamburg-American Lines maintain a joint passenger service between New York and Hamburg with calls at Channel ports. Each company acts as agent for the other in their respective countries. The Hamburg-American Line's new steamship *Albert Ballin*, a 22,000 gross ton oil-burner, goes into service this summer, making her first sailing from New York on July 26th. She will be joined later in the year by a sister ship, the *Deutschland*. A feature of the *Albert Ballin* is a new stabilizing device employed for the first time on commercial vessels.

The North German Lloyd has resumed its passenger and freight service with the reconditioned one-cabin steamships *Seydlitz*, *Hannover*, *Yorck* and *Bremen*. On July 1st the first ship built in Germany since the war, and carrying first-class passengers, the *Muenchen*, will enter the North German Lloyd service, to be followed shortly by the *Stuttgart*, while the 32,000-tonner *Columbus* will be in service in the fall.

TOURIST AGENCIES—TRAVELER'S CHECKS

The services of well-established tourist agencies in giving travel advice, making bookings, etc., are recognized by both experienced and inexperienced tourists. For the individual vacationist the experts of these concerns are able to suggest desirable itineraries providing the fullest enjoyment within stated limits of time and expenditure. For those who join their escorted tours they are able to provide well-planned trips and avoid many of the inconveniences and annoyances attendant upon the journey. Their assistance covers all variety of travel at home and abroad, including railway tickets, steamship bookings, hotel accommodations and the handling of foreign and domestic funds. On extensive trips the traveler's checks issued by these organizations and by several leading banking institutions are also of great convenience.

TRANSATLANTIC SUMMER SAILINGS

NEW YORK—CHERBOURG—SOUTHAMPTON

S. S. *Leviathan* (first sailing July 4th) of the United States Lines; weekly sailings by S. S. *Majestic*, *Olympic*, and *Homeric* of the White Star Line and S. S. *Berengaria*, *Aquitania*, *and Mauretania* of the Cunard Line.

NEW YORK-LONDONDERRY AND GLASGOW

Weekly service by Cunard-Anchor liners *Tuscania*, *Cameronia*, *Columbia*, and *Assyria*.

NEW YORK AND LONDON

Sailings by new S. S. *Minnewaska* of Atlantic Transport Line.

NEW YORK, PLYMOUTH, CHERBOURG, LONDON

Weekly sailings by United States Lines steamships *President Monroe*, *President Van Buren*, *President Polk*, *President Garfield*, and *President Adams* alternate trips including calls at Cobh, (Queenstown)

NEW YORK, COBH (QUEENSTOWN), LIVERPOOL

Weekly sailings by S. S. *Adriatic*, *Baltic*, *Celtic*, and *Cedric*, of the White Star Line and S. S. *Franconia*, *Laconia*, *Carmania*, and *Caronia* of the Cunard Line.

NEW YORK, PLYMOUTH, CHERBOURG, ANTWERP

Weekly services by new S. S. *Belgenland* and by S. S. *Lapland*, *Zeeland*, and *St. Paul* of Red Star Line.

NEW YORK-PLYMOUTH-BOULOGNE-ROTTERDAM

Sailings by Holland America Line S. S. *Rotterdam*, *New Amsterdam*, *Volendam* (new), *Veendam* (new), and *Ryndam*.

NEW YORK-PLYMOUTH-CHERBOURG-HAMBURG

Weekly sailings by S. S. *Mongolia*, *Manchuria*, *Finland*, *Kroonland*, and *Minnekahda* (third class passengers only) of the American Line.

NEW YORK-SOUTHAMPTON-CHERBOURG-HAMBURG

Fortnightly departures by the United American Lines' Steamers *Resolute* and *Reliance*, carrying first, second and third class passengers.

NEW YORK-PLYMOUTH-HAVRE

Sailings by S. S. *Paris, France* and *Lafayette* also direct to Havre by one-class S. S. *La Savoie, Suffern, Rochambeau, Roussillon,* and *Chicago* of the French Line.

NEW YORK AND BREMEN DIRECT

Weekly sailings by new S. S. *Muenchen* and by S. S. *Bremen, Seydlitz, Yorck* and *Hannover* of the North German Lloyd Line.

NEW YORK AND HAMBURG DIRECT

Sailings by the Hamburg-American Line's S. S. *Thuringia, Westphalia* and *Hansa* of the one-class cabin type. Also by the United American Line's S. S. *Mount Clay, Mount Carroll, Mount Clinton,* and *Bayern.* On June 7th the S. S. *Laconia* of Cunard Line will make a special tour to Germany, passengers disembarking at Hamburg.

NEW YORK-CHERBOURG-SOUTHAMPTON-HAMBURG

Weekly service by new S. S. *Orca* and *Ohio* and one-cabin S. S. *Orbita* and *Orduna* of the Royal Mail Steam Packet Co., also sailings (beginning July 26th) by new S. S. *Albert Ballin* of the Hamburg-American Line.

NEW YORK-PLYMOUTH-CHERBOURG-BREMEN

Weekly service by United States Line's S. S. *George Washington, President Harding,* and *President Roosevelt,* and cabin ships *President Fillmore, President Arthur,* and *America.*

NEW YORK-CHERBOURG-SOUTHAMPTON-BREMEN

Departures every two weeks by new S. S. *Pittsburgh* and *Canopic* of White Star Line.

MONTREAL-QUEBEC-LIVERPOOL

Weekly services by new S. S. *Doric* and S. S. *Regina, Megantic,* and *Canada* of the White Star-Dominion Line.

MONTREAL OR QUEBEC, CHERBOURG, HAVRE, SOUTHAMPTON, ANTWERP, HAMBURG, BELFAST, GLASGOW, LIVERPOOL

Frequent sailings from Montreal to Belfast, Glasgow, Liverpool, Cherbourg, Southampton, Havre, and Antwerp by steamships of the Canadian Pacific Steamships, Ltd., fleet including the *Montlaurier, Montcalm, Metagama, Minnedosa, Marvale, Montrose, Melita, Marburn, Montclare, Marloch,* and *Marglen.* Sailings from Quebec for Cherbourg, Southampton, and Hamburg by steamships *Empress of Scotland, Empress of France,* and *Empress of Britain,* also of the Canadian Pacific Steamships, Ltd.

PHILADELPHIA AND LIVERPOOL

Sailings by "one-class" steamships of White Star Line, calling at Queenstown.

BOSTON AND LIVERPOOL

Sailings by steamships of Cunard and Leyland Lines, calling at Queenstown.

NEW YORK-BOSTON-AZORES-GIBRALTAR NAPLES-GENOA

Service by S. S. *Arabic* of White Star Line.

NEW YORK, NAPLES AND GENOA

Service by new oil-burners *Conte Rosso* and *Conte Verde* of the Lloyd Sabaudo Line; also by new oil-burner *Giulio Cesare,* and S. S. *America, Colombo* and *Taormina* of Navigazione Generale Italiana.

NEW YORK AND NORWEGIAN PORTS

From New York to Stavanger, Kristianssand and Kristiania are operated the S. S. *Stavangerfjord* and *Bergensfjord* of the Norwegian-American Line. The former steamship will be operated from July 20th to December 30th from New York and westbound April to July inclusive and November and December in "one cabin" service. Direct connection at Bergen with Bergenske Steamship Company's "North Cape Cruises," Spitzbergen Cruises, "Fjords Cruises," etc., also close connections for Sweden, Denmark, Finland, etc.

NEW YORK AND SWEDEN

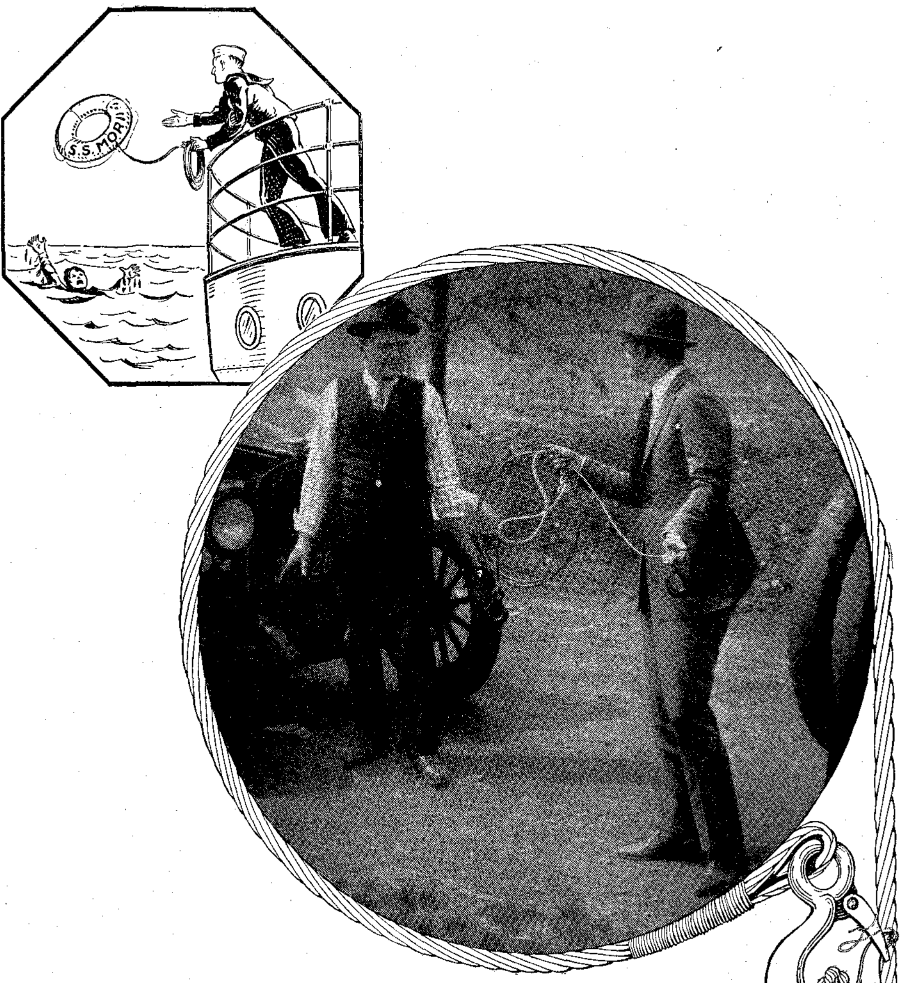
Direct service between New York, Christiansand and Christiania is provided by S. S. *Stockholm,* and *Drottningholm* of the Swedish-American Line. Sailings between New York, Christiansand, Christiania, and Copenhagen are available by S. S. *United States, Helig Olav, Frederick VIII* and *Oscar II* of the Scandinavian-American Line.

MEDITERRANEAN CHARTERED CRUISE

A special Mediterranean summer cruise will be operated by Thomas Cook & Son, leaving New York June 30th by Cunarder *Tuscania* and visiting the principal ports of Madeira, Portugal, Spain, Italy, Greece, Turkey, Palestine, Egypt.

ICELAND-NORTH CAPE CHARTERED CRUISE

A cruise to Iceland and The North Cape will be conducted by the Raymond-Whitcomb Company, leaving New York June 23d by steamship *Araguaya* of the Royal Mail Steam Packet fleet and calling at Reykjavik, then crossing the Arctic Circle to Hammerfest, the North Cape, Lyngen, Torghatten, Trondhjem, Merok and the Geiranger Fjord, Hellesylt and the Sunelvs Fjord, Oie, the Jorund Fjord and the Norange Fjord, Loen and Olden on the Nord Fjord, Gudvangen, the Sogne Fjord, Aurlands Fjord, and the Naero Fjord, Bergen, Gothenburg (Sweden) and the Jubilee Exhibition, Copenhagen (Denmark), and reaching Boulogne, France, and Southampton, England, on July 25th, and from there passengers return on any of the transatlantic lines.



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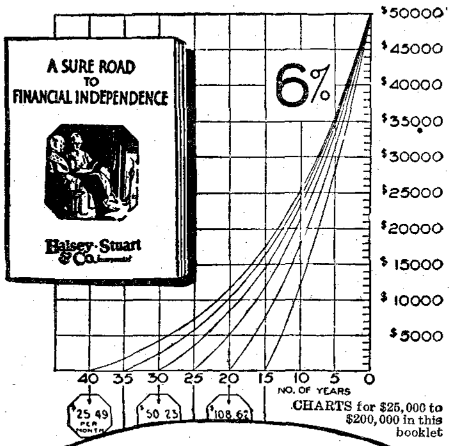

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INVESTMENTS ▾ AND ▾ FINANCE

THE NEW MIDDLE CLASS

A GREAT new middle class is coming into being in this country, we read in *Forbes Magazine*, composed of the "thrifty workers who are systematically devoting part of their earnings to the payment of shares in the companies employing them." Mr. Forbes estimates that about 1,000,000 workers are "in process of becoming security owners through plans permitting them to do so on easy, and often generous terms, offered by a constantly increasing number of companies and corporations." A partial list of concerns that have adopted employee-stock-ownership plan is given below. As Mr. Forbes observes in his magazine:

> This movement may now be regarded as beyond the experimental stage. The success achieved by the largest industrial enterprise of all, the United States Steel Corporation, has been so pronounced for a long period of years that other progressive companies are now being converted in larger and larger numbers to this method of stimulating loyalty of employees and at the same time enabling them to reach comfortable financial circumstances.
>
> Any worker who early adopts this method of saving money and earning the generous returns paid by most concerns will have acquired such a competency in, say, twenty-five years, as to be regarded as belonging to the so-called middle-class.
>
> The fortune of a worker who began saving $5 a week for the first ten years and $10 a week for the following fifteen years, would, under the more liberal of the stock-purchasing plans amount to as much as $30,000 or $35,000.
>
> Assuming that the saving and stock-paying began at the age of 25, the worker would thus be very comfortably circumstanced by the time he reached 50.
>
> A study of what has happened in the past, what is taking place, and what is likely to be the trend in future, impels the conclusion that more and more workers will seek to attach themselves to trustworthy, well-established, stabilized concerns offering such facilities for stock-ownership as will enable them to progress steadily toward financial comfort.
>
> Ten years from now and twenty years from now there is certain to be drawn a greater distinction between unthrifty, shiftless, casual workers and those who throw in their lot with concerns that raise their steady employees from the ordinary financial level to financial comfort and competency.

A stock-purchasing plan, concludes Mr. Forbes, not only appeals to the "pocket nerve" of the worker, but also brings him "into closer contact with his company, convinces him that those at the top take a genuine interest in his welfare, and makes him feel that he is not treated simply as a bit of machinery."

But labor editors put a very different face on this matter. Stock is not sold to employees "because of lofty humanitarianism," we read in *The Weekly News Service* of the American Federation of Labor, but because it saves the ten per cent. otherwise paid to brokers for floating stock issues. Workers are reminded that their income from stock in the employing corporation is likely to pay them only a very little more on their savings than if they had bought Liberty Bonds, and for this very small profit they "must be satisfied with low wages, poor working conditions and keep away from trade unions." To the claim that workers who save and buy stock "will eventually own the corporation," the answer is given that "printing-presses can produce stock blanks faster than workers can buy them." And this writer thinks it most significant that stock-selling to employees is a practise of anti-union concerns "and the more intense the corporation is in its anti-unionism, the more intense it is in stock-selling to employees, and the more it thunders in the public press on its love for these employees." *The New Majority* (Chicago), organ of the Farmer-Labor party, finds the most valid objection to the plan in the fact that it is simply a scheme for "buying loyalty:"

> The moment a worker becomes a stockholder, he becomes to a certain extent tied to the corporation whose securities he owns. Even tho his interests as a capitalist may be small in relation to his interests as a wage-earner, he can no longer maintain a wholly undivided mind.
>
> He may look askance at action which may get him a wage increase, but at the same time might possibly reduce the income from his investment. He is more ready to accept his employer's argument that a wage reduction is necessary in order to conduct the enterprise at a large profit. In short, he sells out his major interests as a worker for a pittance at the hands of capital. Furthermore, as under most plans the worker is entitled to subscribe to shares in some definite proportion to his earnings, the result inevitably is that the more highly paid mechanics—the men in the key positions—are the ones who have the greatest concern in the profits of the corporation, while the low-paid have little or none. So another wedge is driven between the skilled and the unskilled, and the formation of subclasses within the working class is fostered.
>
> But to make assurance of loyalty doubly sure, employers hold out more definite bait with which to secure the fealty of their employees. In almost every case in which stock is sold to workers there is a provision for an extra dividend or a bonus above the regular dividend rate.
>
> A typical example can be found in the plan of the United States Steel Corporation which provides for a premium of $5 per annum—above the established dividend—for five years for each share of stock purchased. If, however, the employee leaves the company or is discharged at any time before the five years have elapsed he forfeits all the premiums that

have been placed to his credit, and gets back only what he has paid in with interest at 5 per cent. In every case that has come to our attention there is a similar bait held out and a similar penalty exacted. The evident object is the creation of a class of tractable and subservient workers.

The list of prominent concerns which have adopted employee-stock-ownership plans appears in *Forbes Magazine*, as follows:

American Sugar Refining Co.
Hydraulic Steel Co.
Lehigh Valley Railroad Co.
Studebaker Corporation.
Procter & Gamble.
Southern California Edison Co.
Commonwealth Edison Co.
Eastman Kodak Co.
Goodyear Tire & Rubber Co.
Strathmore Paper Co.
Swift & Co.
American La France Fire Engine Co.
E. I. du Pont de Nemours & Co.
General Electric Co.
American Tel. & Tel. Co.
American Woolen Co.
Boston Woven Hose & Rubber Co.
B. F. Goodrich Co.
Lehigh Coal & Navigation Co.
Schulte Retail Stores Corp.
Standard Oil Co. of N. J.
United States Steel Corp.
Youngstown Sheet & Tube Company
American Rolling Mill Co.
Brooklyn Edison Co.
Dennison Manufacturing Co.
International Harvester Co.
John B. Stetson Co.

MEXICAN JOURNEYS TO BETHLEHEM

THERE is no limit on immigration of Mexicans from over the Rio Grande, so one of our largest steel companies is making up for the existing labor shortage by importing workers from the south. Even tho labor conditions are improving in Mexico, and even tho labor enjoys exceptional privileges—at least on paper—under the new Constitution, the higher wage-scales in the United States are attracting Mexican workers as far away as Bethlehem, Pennsylvania. For Mexicans who can earn perhaps thirty cents a day in the country, and from fifty to eighty-five cents in the Mexican cities, according to one authority, will be able to earn thirty cents an hour in Pennsylvania. The Bethlehem Steel Company's statement is quoted as follows in *The Manufacturers' Record:*

> In the regular course of recruiting our labor forces from available sources of supply to meet the needs of our several steel plants, approximately one thousand Mexicans, amongst other nationals, have recently been employed. Some of these Mexicans have come from Texas and others have applied for work at our various local employment offices.

Several thousand Mexicans are going to Bethlehem, according to the San Antonio correspondent of *The Manufacturers' Record*. The contract was made between Mr. Lubbert, the Mexican Consul-General at San Antonio, and a Bethlehem official. As we read:

> The first consignment of 300 Mexicans

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On June 4, there will commence in New York City a convention of practical significance to you.

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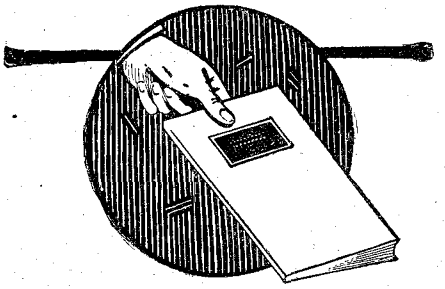

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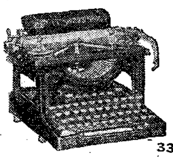

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INVESTMENTS AND FINANCE
Continued

have already gone forward and the others will be shipped to Bethlehem as fast as they can be assembled, it is stated. The terms of the contract provide that only such Mexicans as are selected by Consul-General Lubbert shall be employed. It is agreed that the laborers shall be paid a minimum wage of 30 cents per hour for so many hours per day and as many days per week as may be permitted by the laws of the State of Pennsylvania.

It is also stipulated in the contract that quarters and board shall be furnished by the company, charging the persons represented by Lubbert $1.10 per day or $7.70 a week, which amount will be deducted from the laborer's wage.

The Bethlehem Steel Company, so the Baltimore weekly further informs us, agrees to return any Mexicans who may become public charges.

SUGAR NOT THE WORST SINNER

THE Federal court's denial of the Government's petition for an injunction to stop trading in sugar "futures" is taken by the *Boston News Bureau* as an excuse to argue that the price of sugar is not high when it is compared with prices of other basic commodities and that "a substantial part of the increase in price can be laid to the Government's action in jacking up the tariff 75 per cent." The Boston paper backs up its position by a table giving average prices for 1913 and for March, 1923, with percentage of advance of 15 articles of common consumption, also three index numbers indicating the advance in all commodities. These prices, of course, are wholesale, and that of sugar is for raw sugar including duty. They are:

	Average price for 1913	*Average price for March, 1923*	*Per Cent. increase*
Sugar, pound	$.035	$.072	107.7
Cotton, pound.......	.128	.307	139.7
Cement, barrel......	1.01	1.75	73.2
Bricks (per 1,000)....	6.56	20.00	205.0
Yellow pine (per 1,000 feet).............	42.75	110.25	157.9
Pig-iron, ton.........	14.68	30.11	105.1
Linseed oil, gallon ...	.462	1.06	126.3
Anthracite coal, ton..	5.31	11.62	118.8
Petroleum, mixed contents bbl	.93	1.85	99.0
Wool, pound.........	.239	57.50	140.7
Silk, pound..........	3.64	9.01	147.5
Wheat, bushel........	.98	1.31	33.6
Beans, 100 pounds...	4.00	8.48	112.0
Print cloth, yard.....	.035	.82	140.0
Gasoline, gallon......	.168	.245	45.8
Bradstreet's index....	9.21	13.93	51.2
U. S. Bureau of Labor Index............	100.00	159.00	59.0
Professor Fisher's Index..............	100.00	166.00	66.9

If it had not been for the tariff, comments *The News Bureau*, "sugar would probably have shown very little more advance in prices than the average of all commodities." "But even disregarding the tariff effects and considering only actual prices, why is sugar—with an advance of 107.7%—picked out for attack, while cotton with 139.7%, wool with 140%, silk with 147.5%, and building material, such as pine, with 157.9%, and brick, with 205% advances, are ignored?"

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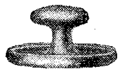

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WHAT GERMANY HAS PAID THE ALLIES

IN view of all the jangling arguments over what Germany has already paid and how much more she can pay, it is interesting to note a few cold facts given to the public by so eminent an authority as the Reparations Commission. Up to the end of last year, writes Edwin L. James, in a dispatch from Paris to the New York *Times*, Germany had paid the Allies about eight billion gold marks (approximately $2,000,000,000), including seizures, of which five billion marks stand to Germany's reparations credit. Other outstanding facts in a report made public in Paris last week by the Reparations Commission are set down in *The Times:*

The receipts listed, exprest in gold marks, are:

Cash 1,878,515,000.
Payments in kind, 3,495,006,000.
State property ceded, 2,553,905,000.
Treasury receipts, 13,000,000.
Total, 7,940,426,000 gold marks.

Something more than 5,000,000,000 gold marks have been divided among the Allies:

France, 1,790,803,000.
Belgium, 1,719,996,000.
Great Britain, 1,150,524,000.
Italy, 242,794,000.
Serbia, 150,685,000.
Japan, 67,978,000.
Czecho-Slovakia, 21,190,000.
Poland, 14,705,000.
Greece, 11,023,000.
Roumania, 10,144,000.
Portugal, 4,415,000.
Total, 5,184,257,000 gold marks.

The balance of 2,756,169,000 gold marks undivided is made up thus:

Cables, 49,000,000.
Property ceded by the German Government, 2,085,393,000.
Allocated value of the Saar mines, 100,000,000.
Part value of ships, 392,519,000.
Miscellaneous, 92,631,000.
Cash on hand and recoverable credits, 37,626,000.

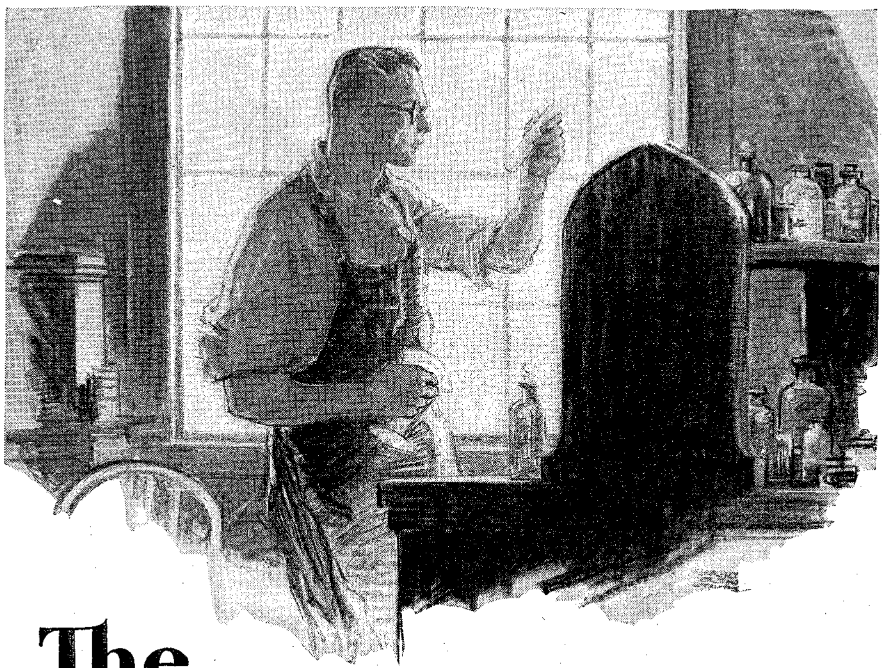
The expenses of the army of occupation and the commissions of control are:

France, 1,261,001,000.
Great Britain, 942,086,000.
Belgium, 233,677,000.
Italy, 10,583,000.
Japan, 269,000.
Total, 2,447,616,000 gold marks.

The cost of the American Army of Occupation was 1,000,072,193 marks, the payment of which is now being adjudicated.

Advances made to Germany under the Spa agreement, which have priority, total 392,216,000. If from the total divided the cost of the armies of occupation and the Spa advances are deducted, it is seen that the Allies have really pocketed for reparations about 2,300,000,000 gold marks.

Of the payment by the Reparations Commission to France of 1,790,803,000 marks, 143,649,000 marks was in cash, 1,345,112,000 in kind and the property ceded in the Saar was 302,042,000. Deduct 1,261,001,000 marks, the cost of the French Army of Occupation, and 238,771,000, France's part in the Spa advances, and it is seen that France has on this showing actually received in payments applicable to reconstruction 291,031,000 marks, or less than $75,000,000.



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CURRENT EVENTS

FOREIGN

May 17.—Jacob G. Schurman, American Minister to China, is reported in press dispatches to have warned the Chinese Government and the bandits who are holding foreigners for ransom that serious international complications will result unless the captives are released.

An earthquake at Quito, Ecuador, causes the death of two people and much property damage.

With each side demanding reparations from the other, representatives of Turkey and Greece at the Near East Peace Conference at Lausanne fail to agree on any compromise.

May 18.—The reunion of all Germans in Central Europe is called for at an anniversary celebration at Frankfort, attended by President Ebert and other high officials.

Twenty thousand additional French troops are reported ordered into the Ruhr to aid in the extraction of coal and coke for reparations.

The sentences recently imposed by a French court-martial on Dr. Krupp von Bohlen, and other Krupp directors, for instigating opposition to French troops at the Krupp plant on March 31 are confirmed by the French court of revision. An appeal will be taken to the Court of Cassation.

A message received from Leon Friedman, one of the Americans held captive by the Chinese bandits, states that all the kidnaped foreigners are doomed, unless the foreign powers succeed in forcing the Chinese Government to accept the bandits' demand.

May 19.—The Turkish delegation at the Near East Peace Conference at Lausanne agree to recognize foreign educational institutions, hospitals and churches in Turkey.

May 20.—Andrew Bonar Law resigns as Premier of Great Britain because of ill-health.

Chinese troops engage ineffectually with the bandits in southern Shantung, and six of the former are killed. Señora Emmanuel Verea, the only foreign woman held captive, reaches safety after release.

May 21.—M. Alexandris, Greek Foreign Minister, informs the foreign correspondents at the Near East Peace Conference at Lausanne that if Turkey insists on war to obtain indemnity from Greece then Greece will accept the challenge.

May 22.—Stanley Baldwin, Chancellor of the Exchequer, is named by King George as Premier of Great Britain.

DOMESTIC

May 16.—Regulations prohibiting the leasing to aliens of mineral or other rights on restricted allotted lands of Indians are revoked by Secretary Work.

May 17.—Alva D. Adams, Democrat, is appointed United States Senator from Colorado to fill the vacancy caused by the death of Senator Nicholson, Republican.

May 18.—Seventy-three people, including forty-one children, lose their lives in a fire which destroys the school building at Cleveland, South Carolina.

Sir Ashley Sparks, a director of the Cunard Steamship Company, says that the company will obey to the letter the ruling of the United States Supreme Court prohibiting the transportation of liquor in American territorial waters.

May 20.—America's bill of war claims against Germany amounts to $1,479,064,313.92, as it is presented to the Mixed Claims Commission for settlement. The United States Government asks for $366,113,000, and the smallest of the claims filed is for $1.

With a total mobilization of 22,850,000 soldiers for the Central Powers during the war, 22,090,000 casualties were inflicted on the Allies, while with 42,189,444 soldiers of the Allies and Associated Powers under arms, the Central Powers sustained only 15,405,000 casualties. The figures are from a War Department chart.

May 21.—A strike order calling off 1,400 bricklayers affects about $175,000,000 worth of building in New York.

William R. Day, former Justice of the United States Supreme Court, resigns as umpire of the Mixed Claims Commission, and Edwin B. Parker, of Texas, is appointed by President Harding to succeed him.

May 22.—It is announced that the United States Government will take the necessary action to protect the lives of those Americans who are held captive by Chinese bandits in southern Shantung.

The Presbyterian General Assembly, meeting at Indianapolis, adopts a resolution demanding that every Presbyterian minister, church official, church member and the faculties and students of the denominational schools sign a total abstinence pledge. W. J. Bryan's resolution to bar the teaching of evolution in the denominational schools is defeated.

Five persons are known to have been burned to death, many more are believed to have perished, and property valued at more than $2,000,000 is destroyed as the result of a fire started by the explosion of a motion-picture machine at Mexicali, Lower California.

Key to the Problem.—A concert had been arranged by the workers of a certain mill in Blackburn, and all the local "stars" were booked to appear.

"Miss Handloom," the favorite soprano, was announced to sing, and before she began, apologized for her cold. Then she started:

"I'll hang my harp on a willow tree—e-e-ahem!

"On a willow tree-e-e-oh!"

Her voice broke on the high note each time. She tried twice more. Then a voice came from the back of the hall:

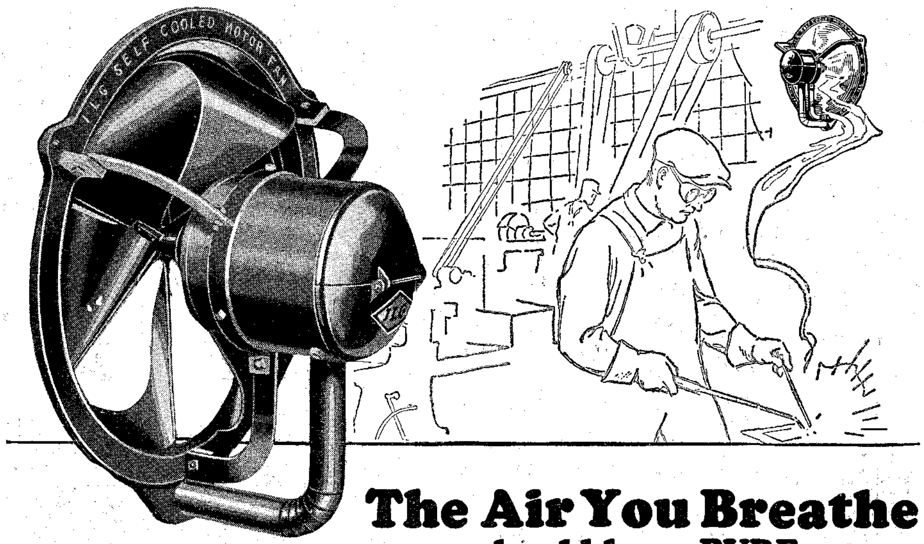
"Try hanging it on a lower branch, lass!"—*Pearson's Weekly.*

Warning for Swains.—According to his father, young Lew was undoubtedly the unluckiest fellow alive.

"Consider the last case," declaimed the old man. "Lew goes to the city and falls in love with a girl that lives out in one of the suburbs. And then she throws him down."

"That's nothing," remarked an auditor. "There's lots of girls."

"That ain't the point. The point is that the girl threw him down on his second trip to her place, and he'd went to work and bought a fifty-ride commutation ticket."—*American Legion Weekly.*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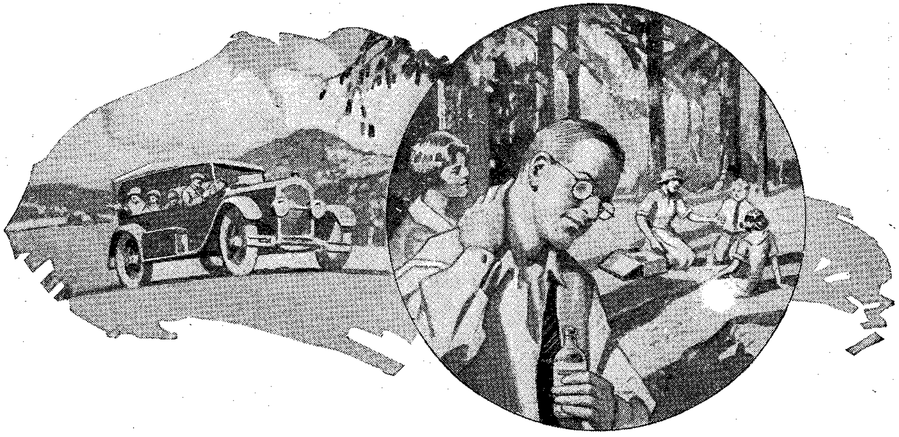

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of plans, of hopes, of uncontrollable desires to visit the far off lands. With some it is merely a question of reservations; while the less fortunate ones must be content with resignation.

Yet in either case there are always the travel books—books by which the strange panorama of the world is made accessible to all.

Whether you are travelling or not you will want to read the important reviews of travel books in the June INTERNATIONAL BOOK REVIEW. There is May Sinclair's review of Grant Watson's The Desert Horizon, a tense novel of the Australian bush. And a review of Senator Phelan's interesting voyage around the world. And an article of mystic beauty by Algernon Blackwood on Egypt, the land that "exhales a steam of enchantment." In this number also Isaac Anderson contributes a general survey of twenty-five of the most interesting travel books of the present season.

HOW about your children? Have you made any plans for *their* reading this summer? A charming article on the best of current children's literature is a feature of the June Book Review. It is by Miss Lenore St. John Power of the New York Public Library, and she knows both books and children.

And while we are on this subject, how about our much mooted Younger Generation of writers and critics? Will they survive the test of time, or will the future generations smile at them as mere pretenders to sophistication? Here is a question that is discussed most entertainingly by Grace M. Montgomery in the June Book Review.

We have space here to mention only a few of the interesting, entertaining and authoritative reviews and articles in the current Book Review. If you do not know the magazine which is causing so much comment in the literary world, we suggest that you make use of the attached coupon without delay.

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THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"A. S. K.," Chicago, Ill.—Usage has made Call him *up on* the telephone" an English idiom. ne might perhaps better say, "Call him *by* telehone," or "Call him *to* the telephone," but usage vors the first.

"E. A. H.," New York City.—Concerning the rmation of ice on a moving body of water, ice ay form at the bottom of a stream or other body f water or on the surface. Assuming the sea to be uch a body, there is formed what is termed *nchor-ice*, which is ice formed at the bottom, nd which, when released by warm temperature, ses to the surface.

"L. A. W.," Monessen, Pa.—The terms *iceeam* and *ice-water*, altho objected to by some urists who claim that *iced cream* and *iced water* ould be used, are forms to be found throughout nglish literature, and it is the function of a dicionary to record usage as indicated by the standd literature of the time.

Farther and *further* are practically identical in eaning, and are used indifferently, but there has een a recent tendency to restrict the form *farther* expressions involving physical distance, as, He went some miles *farther* before he met the r," and to employ the form *further* in secondary figurative senses with the sense of something lditional or future; as, "He has no *further* use r it"; "*Further* hope was denied him."

"F. E. W.," Washington, D. C.—The distincon between the suffixes *-ic* and *-ical* is often one ithout a difference. When there is a difference meaning it is usually that the *-ical* form has a ider connotation than *-ic*, the former including ich senses as "related to" or "dealing with," hile the latter is restricted to the sense of "of" r "of the nature of," as in "*economic* questions" nd "*economical* cook"; "*prophetic* instinct" and *prophetical* books"; "*comic* opera" and "a *mical* adventure"; "*magic* power" and "*magical* ffects"; "*classic* authors" and "the *classical* rama." This does not always hold good, but the ndency of the language seems to be in the direcon indicated when difference exists.

The New Standard Dictionary (p. 1216) says: In many cases adjectives in *-ical* do not differ, xcept euphonically, from corresponding forms in *c*; as, *symbolic, symbolical.* In some cases the ords are different in sense; as, *politic, political.* n many cases, especially where the form in *-ic* is sed as a noun, the adjectival form is exclusively *cal;* as, *music, musical.*" Where both forms are use, that in *-ical* is usually the older and the ore widely employed.

"J. A. M.," Montesano, Wash.—The pronuncition of *Dyea*, the village in Alaska, is *dai'a—ai* s in *aisle* and *a* as in *final.*

"R. H. R.," Philadelphia, Pa.—*Datum* is the ngular even as *memorandum* is the singular, and *ata* is the plural even as *memoranda* is the plural. n commercial practise, however, *memorandums* replacing *memoranda*, but *datums* has no auhority to support it.

"A. S.," New York City.—The name of the city *ubuque* in Iowa is pronounced as two syllables—*u-biuk'—u* as in *full, iu* as *eu* in *feud.*

"H. D. R.," Mt. Pulaski, Ill.—The *Income Tax aw* is defined on page 1244 of Funk & Wagnalls ew Standard Dictionary which makes the folowing statement: "In the United States an *ncome tax law* has been twice adopted, in 1812 nd from 1862 to 1872. It was carried as part of he Wilson Tariff Bill in 1894 but declared unconutional almost immediately. In July, 1909, an mendment to the Constitution was proposed by ongress and submitted to the States for ratificaion." This Amendment was proposed by Conress, submitted to the United States, and ratified y three-fourths of the States February 24, 1913, nce which time it has been constitutional for the overnment to levy an income tax.

THE goodness of fresh Concord grapes every day in the year! You can have just that in Welch's. And no bother with seeds or skins.

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"Biting" Retort.—"I like cheerfulness. I admire any one who sings at his work."

"How you must love a mosquito."—*Boston Transcript.*

Another Sherlock.—Detective—"You can't remember what night this happened?"

Lady—"No, I was so excited at the time; I only remember I was in my bath."

Detective—"Say no more, lady—I have it—it was Saturday night."—*Life.*

A Simple Wish.—"I wish I had a baby brother to wheel in my go-cart, mamma," said small Elsie. "My dolls are always getting broken when it tips over."—*Boston Transcript.*

Both in the Swim.—"My daughter sprang from a line of peers," said a proud father.

"Well," said her suitor, "I once jumped off a dock myself."—*Everybody's Magazine.*

That Would Settle It.—"There's only one way to make aviation safe."

"Yeh; what's that?"

"Have some good lawyers prove that the law of gravitation is unconstitutional."—*Yale Record.*

That's Different.—Socrates lifted his cup.

—"What's this stuff?" he asked.

"Hemlock!" replied the cup-bearer.

"Oh!" said Socrates, "that's all right—I thought it was one of those substitutes for beer."—*Voo Doo.*

Not Fully Prepared.—Victim—"Help! Help! I'm drowning!"

Hero—"Courage, my brave man! Just wait until I get a rope, a measuring-rod, a Carnegie application blank, two witnesses and a notary public."—*Bohemian Magazine.*

From Drafted to Drafter.—Hospital Caller—"Poor man, you certainly have been all shot up."

The Victim—"Yes, I had so many bullet holes bored through me that the boys behind me complained of the draft."—*American Legion Weekly.*

Lying with Lions.—Green was always spinning yarns about his experiences in Africa, and usually he wound up by saying he never yet saw a lion he feared. One night after he had finished yarning, he was taken aback by one of his audience, who said:

"That's nothing. I have thrown myself down and actually slept among lions in their wild, natural state."

"I can't believe that," said the bold hunter.

"It's the truth, tho."

"Can you prove it? Were they African?"

"Well, not exactly African lions. They were dandelions."—*Weekly Scotsman (Edinburgh).*

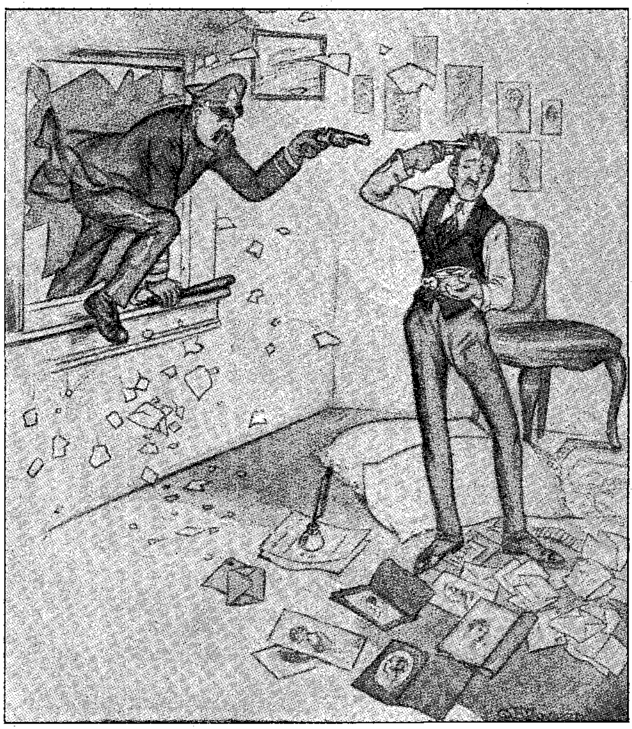
Light That Failed.—Wifey—"You used to say I was the light of your life."

Hubby—"Yes, but I didn't suppose you were going to get put out at every little thing."—*Philadelphia Evening Bulletin.*

He'll Stop.—Pa—"At last I've found a way to make that young scamp of ours stop winking his eyes."

Ma—"How?"

Pa—"I'll show him the article in this science magazine where it says that every time we wink we give the eye a bath."—*Boston Transcript.*



Officer (to would-be suicide)—"Drop that gun or I'll fire!"

—*Life* (New York).

The Bubble Reputation.—Comedian—(dictating his will)—"What money I have, if any, such as it is, or might be, that is to say—"

Lawyer—"I can put that in more legal language."

Comedian—"I know, but I want to get a laugh."—*Punch (London).*

No Time Limit.—"I want a pair of the best gloves you have," said Mrs. Nuritch, at the glove counter.

"Yes, ma'am," replied the polite salesman. "How long do you want them?"

"Don't get insultin', young man! I want to buy 'em, not hire 'em."—*London Tit-Bits.*

Explained.—Grandmother had come to visit her son, the pastor, and Mary her five-year-old granddaughter was entertaining her with the story of a wonderful dog.

Mary—"And the dog flew and fl-e-w and fl-e-e-e-w away up into the sky."

Grandmother (reprovingly)—"Now, Mary, tell it right: you know a dog can't fly."

Mary (triumphantly)—"Oh, yes, grandmother, that dog could fly; it was a bird dog."—*St. Louis Christian-Evangelist.*

Easy.—Fair Friend (as band strikes up a waltz)—"What's that out of?"

Distinguished Musician—"Tune!"—*London Mail.*

Honorable Mention.—Sexton (Just before wedding)—"Are you the bridegroom, sir?"

Bender—"No; I'm just the runner-up."—*Chaparral.*

Especially Nowadays.—Bacon—"They say when a man's ears are red that somebody is talking about him."

Egbert—"Yes; and he can just bet that somebody is talking about him if his nose is red."—*Kansas Farmer.*

Infallible Sign.—"Those ladies are not going to buy anything."

"Just shopping?"

"Just shopping. They keep asking to see something more expensive."—*Louisville Courier-Journal.*

Accuracy.—Desperado—"Halt! If you move, you're dead."

Student—"My man, you should be more careful of you English. If I should move, it would be a positive sign that I was alive."—*Hermonite.*

A Repeater.—Insurance Agent—"Pardon me, madam, but what is your age?"

Miss Antique—"I have seen 23 summers."

Insurance Agent—"Yes, of course! But how many times have you seen them?"—*Seattle Post-Intelligencer.*

He's Not the Only One.—The speaker waxed eloquent, and after his peroration on women's rights, he said, "When they take our girls, as they threaten, away from the coeducational colleges, what will follow? What will follow, I repeat?"

And a loud masculine voice in the audience replied, "I will."—*Brown Bull.*

Important Point.—"Mr. Daring," said the director, "in this scene a lion will pursue you for five hundred feet."

"Five hundred feet?" interrupted the actor.

"Yes, and no more than that—understand?"

The hero nodded. "Yes, I understand, but does the lion?"—*Black and Blue Jay.*

Helpful Wind.—While on his recent visit to this country, Marshal Foch made a witty reply to a man who, when one of the guests at a dinner party in Denver, given by a party of Americans, took exception to French politeness.

"There is nothing in it but wind," he said with questionable taste.

"Neither is there anything but wind in a pneumatic tire," retorted the gallant Marshal, "yet it eases the jolts along life's highway wonderfully."—*The Argonaut.*